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China Mail

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CHIANG REVERSES.

Northern Capture of Chinkiang Reported.

ADVANCE FROM PENGPU.

Dissention Among Nanking War Lord's Followers.

HANKOW SITUATION STILL CLOUDED IN DEEP MYSTERY.

The capture of Chinkiang by the Northerners is reported from Shanghai, though the news has not yet received official confirmation. If true, it reflects something in the nature of a big "come back" on the part of the parties opposed to Chiang Kai-shek, who, according to earlier reports published below, are not experiencing a very successful spell of activity.

The situation at Hankow is still uncertain. Eugene Chen and the remainder of the Borodin crowd are said to have left and it is not indicated who is in charge of the local Government. Extremists are again busy there.

WHERE IS EUGENE CHEN?

Shanghai, Yesterday.

The Northerners are reported to have followed up their victory at Pengpu with an advance upon the important Southern base of Chinkiang and to have captured the city, although there is no definite official confirmation.

Dissatisfaction is becoming apparent among Kwangsi and Chekiang followers of Chiang Kai-shek owing to the absence of reward for fighting services during the long campaign since the force set out North from Canton. —British Naval Wireless.

(Chinkiang is the next important port to Shanghai on the Yangtse and was captured from the Northerners several months ago when Sun Chuan-fang (Northern army) retreated suddenly and the Southern forces crossed without opposition).

Hankow Extremists.

Hankow, Yesterday.

Owing to the depreciated local currency, difficulty is being experienced by Chinese troops in making purchases.

Extremists are again active, tempers are becoming uncertain and the situation is obscure.

Letters for Eugene Chen are reported to the sent to Shanghai. —British Naval Wireless.

Troops at Nanking.

Nanking, Yesterday.

Considerable concentration of troops is taking place here and plans are evidently in hand for their removal to further scenes of operations as several empty transports arriving from downriver have been detained. There is also considerable concentration of troops on the Northern front. —British Naval Wireless.

Northern Victories.

Shanghai, Yesterday.

The "North China Daily News" is reliably informed that the Northerners have captured Mingkuang, 6 miles north-east of Pukow on the Tientsin-Pukow Railway, and that Sun Chuan-fang's troops have captured Yangchow, 15 miles to the north of Chinkiang. —Reuter.

Whampoa Students.

Shanghai, Yesterday.

Seven hundred Whampoa cadets arrived at Woosung yesterday morning from Nanking. The reports of Feng Yu-hsiang's advance from Honan to Shantung are discredited.

It is stated that Sun Chuan-fang has captured Haichow and holds North-East Kiangsu, having driven the Nationalists from Tientsin-Pukow Railway line is damaged at Mingkuang to the south-east of Pengpu.

Alliance Rumours.

Fresh reports from Kwangsi state that the clique at Nanking is restless, while it is understood that every effort is being made for an alliance between Nanking, Loyang and Hankow.

Wuhu, August 11.

Four transports are embarking troops for down river.

Hankow Extremists.

Extremists are reported to have regained control of the Civil Government while the troops are troublesome over the difficulty of buying food with depreciated notes.

COURTESY FLIGHT.

British Airboats Visit Europe.

THREE COASTAL VESSELS.

Seaplane "Taxis" From Felixstowe To Southampton.

London, Yesterday. Three Royal Air Force flying-boats set off to-day from Felixstowe on a 3,000 miles trip during which courtesy visits will be paid to some of the principal northern capitals.

Sir Samuel Hoare is travelling by one of the machines via Oslo to Copenhagen, where he will attend the air exhibition. The flying boats, which are named Iris, Valkyrie and Southampton, are coastal renaissance vessels remarkable for their great range. The Iris and Valkyrie are each fitted with three Condor engines of 700 horsepower and the Southampton has two Napier Lion engines.

The Southampton has a record to its credit of having "Taxied" without leaving the surface of the water from Felixstowe to Southampton, a distance of 180 miles. The journey occupied 24 days and was a severe test of its seaworthiness owing to the changes of weather encountered. —British Wireless Service.

SPANISH COUP.

GOVERNMENT STEPS IN TIME.

CLAIMS POPULAR SUPPORT.

Lisbon, Yesterday.

Prompt action by the government nipped in the bud an attempted coup d'etat. The Government claims it enjoys the support of an overwhelming portion of the Army and is confident it will be able to ensure public safety. All ministers and commanders of military garrisons are declared to be united by the defence of the existing regime. —Reuter.

SACCO & VANZETTI.

NOT MUCH HOPE OF A REPRIEVE.

Boston, Yesterday.

The belief that the 22nd inst. will mark the close of the Sacco-Vanzetti case, was expressed by a member of the Governor's Executive Council, who explained that the Governor's recommendations for a respite were approved because "we felt it was moral, although there is a legal barrier to the execution, and because of the motions pending in the Courts." —Reuter's American Service.

CORNHILL SAFE.

CHIEF ENGINEER REPORTS ON BUILDING COLLAPSE.

London, Yesterday.

The chief engineer engaged in the task of making Cornhill safe following the collapse last Saturday night of a portion of a large building, stated to-day that everything is now safe. He added that the work carried out had been effective and very little of the portion of the building left standing would have to come down. —British Wireless Service.

YARN FIRM FINED.

DISCIPLINARY ACTION BY ASSOCIATION.

London, Yesterday.

The Cotton Yarn Association, controlling 75 per cent. of the spinners of American yarn in Lancashire, took the first important disciplinary action under the articles of the Association in fining a firm £300 for selling yarns below the official scale of minimum prices. —Reuter.

MR. FORD'S JOY-RIDE.

Detroit, Yesterday.

Mr. Henry Ford made his first flight as a passenger in the "Spirit of St. Louis" piloted by Colonel Lindbergh in a ten minutes' joy ride. —Reuter's American Service.

DAIL ELECTION.

Labour Vote Of Censure On Tuesday.

COALITION CABINET?

National League Party May Join Against Cosgrave.

London, Yesterday. After a long sitting in... Dublin this afternoon the Dail Eireann Free State House of Representatives adjourned till Tuesday when, in accordance with notice given to-day, the Labour Leader Mr. Johnson, will move a vote of censure.

On the expectation that an addition to the opposition of the 44 members of Mr. De Valera's party,

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The fifteenth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The sixteenth puzzle of the new series will be published on Monday.

who took the Oath of allegiance yesterday, would precipitate an immediate crisis, the public galleries were crowded, but the meeting passed off without incident. Reports from Dublin state that Captain Redmond's National League party of seven members this afternoon decided to support Labour, and when a division is taken it seems probable that the Government will be defeated.

The newspapers state that Pres. Cosgrave's administration will, in this event be succeeded by a coalition composed of Labour and the National League, which would have the support of De Valera's party. Mr. Cosgrave has displayed a magnanimous attitude towards his new opponents. In an interview he stated "I am very pleased that Fianna Fail deputies are coming into the Dail. It is the best thing that has happened during the last five years."

Captain Redmond said the action of De Valera and his party in taking the Oath was an immediate gain to the cause of constitutionalism. —British Wireless Service.

CABINET RESIGNS.

POLITICAL CRISIS IN GREECE.

Athens, Yesterday. The Cabinet has resigned owing to the opposition of the Minister of the Interior, M. Tsaldaris, to the financial measures advocated by the Minister of Finance, M. Kafandaris, subsequent to the latter's return from Geneva, whether he went to secure the league's approval of a loan. —Reuter.

RUBBER RESTRICTION.

MAXIMUM STANDARD MAY RETURN.

London, Yesterday. The "Daily News" states that in the City rumour has been current that the Rubber Restriction Scheme is about to be revised by the re-introduction of a maximum standard of production. —Reuter.

RUSSIAN BUYING WOOL.

17,800 BALES SHIPPED FROM AUSTRALIA.

Melbourne, Yesterday. Seventeen thousand eight hundred bales of wool, all secured in Australia, have been privately purchased and shipped to Russia since the arrival of Palti Gorky, the representative of the Moscow Textile Import Company, a few weeks ago. —Reuter.

TO-NIGHT'S CONCERT.

Mrs. Youngusband and a committee will be responsible for the Service men's concert at the City Hall this evening, for which a bumper programme has been planned. Mrs. Costen, who so successfully organized these affairs for a long while, leaves shortly for Halifax, to which port her husband has been transferred.

ALIEN RADICALS.

To Be Driven Out Of America.

GOVERNMENTAL ACTION.

1,000 A Month Deported But Many Re-enter.

New York, Yesterday. The "New York World's" Washington correspondent announces that the Department of Labour proposes to hold an intense drive against alien-radical agitators. Big firms are to be asked to check the antecedents of employees, and the Navy and Army authorities are to be requested to report on men seeking enlistment. The police are investigating all the records of the Department, which deports a thousand aliens monthly, but hundreds are smuggled in. —Reuter's American Service.

CAPT. D. LOGAN.

SERIOUSLY ILL IN PEAK HOSPITAL.

We regret to state that Mr. Donald Clements Logan, M.C., son of Mr. William Logan, is lying seriously ill in the Peak Hospital following an operation which was performed last Monday for appendicitis.

Mr. Logan is Captain commanding the Scottish Company of the Hong Kong Volunteer Defence Corps, and is very popular in local sporting and amateur theatrical circles.

MARINE COURT.

CARRYING PASSENGERS IN EXCESS.

TODAY'S COURT CASES.

Mr. A. Lang, master of the s.s. "Chung Woo" pleaded guilty at the Marine Court this morning to a charge of carrying more than twelve passengers on board, not having the required passenger certificate. He was fined \$100.

For carrying 40 passengers in excess of number allowed in the licence, the Chinese master of a steam launch was fined \$40. For leaving the harbour without a clearance and at prohibited hours, the masters of two junks were fined \$10 each on the charges.

LOCAL TRADE.

CHAMBER OF COMMERCE REPORT.

MARKET NO IMPROVEMENT.

The fortnightly report of the General Chamber of Commerce states:—

Cotton Piece Goods and Fancy Cotton Goods.—No improvement since last reporting. The latest quotations are those of the 10th instant.—Eg. Sakel, 20.05d. Mid. Amer. "Spot" 10.49d.

Cotton Yarn.—In the early part of the fortnight our market ruled somewhat easier, but the news of the heavy advances in raw material has strengthened its position and a limited business has been put through at rates slightly higher than the previous ones.

Quotations are purely nominal:—No. 10s. \$165/185. No. 12s. \$165/180. No. 16s. \$185/199. No. 20s. \$190/195.

Arrivals Nil. Shipments Nil. Sales Nil.

Unsold stocks 6,000 bales. Bargains 12,500 bales.

Woolens.—Some enquiry for Wool, Venetians, Lastings and Overcoatings but very small bookings on account of firmer prices at Home and the drop in Exchange.

Raw Cottons.—Nothing doing. Metals.—Prices remain much as last quoted. Business generally quiet. Lower exchange has made it difficult to get any further business booked. Dealers who appear satisfied with their stocks for the time being show little interest in new offers.

Flour Market Report.—Stock: American 300,000 sacks, Canadian 110,000 sacks, Australian 40,000 sacks. Total 450,000 sacks.

Market Very weak. Practically no sales.

Quotations: American Patent \$4.35-4.40 per sack, American Straight \$6.15-3.45 per sack, American Cut off \$3.20-3.70 per sack, Australian No. 1 \$3.45-3.65 per sack, Canadian Cut off \$3.15-3.20 per sack, Canadian Straight \$3.12-3.17 per sack, Canadian Mixture \$3.05-3.20 per sack, Canadian 2nd Clear, \$3.00 per sack.

Sundries.—Window glass. Few sales.

Market Steady.

Sugar.—Market declining. Saltpetre.—Stocks 16,000 bags. Very dull market since last report.

HOBBS HURT.

Test Trial Match At Lords Results in A Draw.

ONLY ONE CENTURY.

Glamorgan Surprise Surrey By Quick Dismissal.

SPARKLING BATTING AND BOWLING DISPLAYED IN COUNTY GAMES.

The big event in Home cricket circles over the latter part of the week has been the Test trial match at Lords. The cabled details, published below, do not indicate whether Hobbs turned out for England or not. Chapman, after the recent combat following his decision to play for his country rather than his county, did. A later radio message stated that Hobbs played but had to retire.

Surrey supplied the main surprise in the county games, being dismissed by lowly Glamorganshire for the poor total of 65. The wicket was wet, enabling Mercer to take six for 23 and Arnott four for 25. Kent and Leicester tied on first innings.

CHAPMAN TURNS OUT.

Scoring in the Test trial, which was drawn, was on the low side individually, so far as the England team was concerned. Sutcliffe's 65 was the highest compilation. Leyland, playing for the Rest, put together 102 and Shepherd made 96. Other centuries were recorded by "Patsy" Hendren, the Middlesex idol and Brenford footballer, who secured 141 not out against Somerset; Lowry, the New Zealand, whose 101 not out helped the tourists to declare with 415 for nine against Gloucester after the home side



Macaulay.

had made 148 in the first innings; and Philip Mead, the Hampshire veteran, who made 142, thus helping his county to beat Worcester by an innings and odd.

Derbyshire, as well as Surrey, distinguished themselves by being dismissed for less than 100. Macaulay, the Yorkshire "crack" trundler, taking eight of their wickets for 37, the side going out for 81. Sussex, against Notts, made a second innings recovery and only lost the match by 28 runs, but Lancashire had no difficulty in heating Northants, thanks to Macdonald, who bowled well and took eight wickets for 73.

The results, as cabled by Reuter, are as follow:—

Test Trial.

The Test trial match at Lords, England v. The Rest, was drawn. England scored 383 (Chapman 58, Jupp 58, Sutcliffe 65) and 120 for one (Hallows 54 not out). The Rest made 327 (Leyland 102, Shepherd 96).

Notts Win.

Notts, at Hastings, beat Sussex by 28 runs.

Notts scored 256 and 192 for six declared.

Sussex made 141 and 279.

A Tie.

Kent and Leicester playing at Leicester, tied in the first innings, both scoring 231.

Leicester in the second innings scored 174 for 8 and declared. Rain stopped play.

Hendren Scores.

Middlesex took first innings points from Somerset at Weston-super-Mare.

Middlesex scored 359 for eight declared (Hendren 141).

Somerset made 266.

Yorkshire beat Derby at Hull on the first innings.

Derby made 81, Macaulay taking eight wickets for 37; and 252.

Yorkshire scored 228 and 32 for no loss.

Visitors Draw.

The New Zealanders drew with Gloucester at Cheltenham.

Gloucester made 148 and 130 for three.

New Zealand scored 415 for nine and declared (Lowry 101 not out). Rain stopped further play.

R.A.F. Win.

At the Oval the Royal Air Force beat the Navy by six wickets.

Surrey Surprised.

Glamorgan took first innings from Surrey at Swansea.

Glamorgan scored 153 and 26 for two.

Surrey made 55; Norcer taking six for 23 and Arnott four for 25. Rain stopped the game.

An Easy Win.

Lancashire beat Northants at Northampton by 10 wickets.

Northants scored 170 and 121. Macdonald taking eight for 73.

Lancs made 256 and 87 for no loss.

Mead's 142.

Hampshire beat Worcester by an innings and 45 runs.

Worcester scored 296 and 95; Hampshire made 436 for eight declared (Mead 142).

Two Accidents.

London, Yesterday.

The second of the trial test cricket matches between an England eleven and the rest of England, which concluded to-day in an even draw, was marred by two accidents. Hobbs, in attempting a short run on Wednesday, strained a thigh muscle and was forced to retire, and to-day the Northamptonshire captain, Jupp, suffered severe injury to his right hand. In the last trial test Larwood, the Nottinghamshire fast bowler, was injured, but he has now recovered. —British Wireless Service.

MURDER TRIAL.

CONCLUDING SCENES IN CASTLE PEAK CASE.

PRISONER GIVES EVIDENCE.

On the resumption of the Castle Peak murder trial yesterday afternoon, prisoner gave evidence on his own behalf and stated how he came home from picking cones on the hillside, to find his wife's body hanging in the upper part of the house. He cut the body down and buried it on the hillside, saying nothing about it to anyone.

Prisoner's explanation of his conduct was that according to Chinese belief, the ghost of one who had committed suicide was a "bad" ghost supposed to bring evil on the household, and he did not want the family to know the true cause of death and to be frightened.

In answer to questions by his counsel (Mr. F. C. Jenkin) prisoner said that he had no motive for wishing to kill his wife. If he wished to take another wife there was nothing in Chinese law which prevented him.

During the cross-examination of the prisoner, a number of Chinese spectators gathered near the dock and counsel for the defence drew his Lordship's attention to the fact that "they seemed to be getting considerable amusement out of this man's discomfiture." His Lordship ordered the spectators to withdraw to their seats and warned them if they continued to smile they would have to leave the Court.

The case was adjourned until Monday morning.

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KOREA MARU Tuesday, 6th Sept.
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HARUNA MARU Friday, 26th August.
KAMO MARU Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU Wednesday, 24th Aug., at 11 a.m.
TANGO MARU Wednesday, 21st September.

BOMBAY via SINGAPORE & COLOMBO.
SEIYO MARU Tuesday, 16th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

GINGO MARU Saturday, 20th August, at Noon.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Tuesday, 6th September.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU Thursday, 18th August.
CALCUTTA MARU Saturday, 27th August.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TAJIMA MARU Tuesday, 13th September.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 19th August.
SHANGHAI, KOBE & YOKOHAMA.
AKITA MARU (Calls Keelung & Moji) Saturday, 13th August.
LIMA MARU (Calls Moji) Thursday, 18th August.

ATSUTA MARU Tuesday, 23rd August.
HAKODATE MARU (Moji direct) Wednesday, 24th August.
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ATHOS II A	29th July	20th Aug.	17th Sept.
ANGERS B	12th August	—	11th Oct.
DARTAGNAN A	26th August	27th Sept.	15th Oct.
GAL. METZINGER A	9th September	11th Oct.	8th Nov.

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SHIPPING SECTION.

NAVIGATION IN FOG. STEAMSHIP TRAGEDY

IMPORTANT JUDGMENT ON APPEAL

In nautical circles general satisfaction will be expressed at the judgment of the Appeal Court upon the collision between the steamers "Induna" and "Ellenia." In this case, says "The Journal of Commerce," the plaintiff put forward the wholly pernicious theory that to stop a vessel in fog was a contributory factor to collision, and consequently an error of seamanship. Such a contention is a direct reversal of the instructions laid down in the rule of the road, therein it is stated:—"A steam vessel hearing apparently forward of her beam the sound signal of a vessel the position of which is not ascertained shall stop her engines and navigate with caution until risk of collision is past."

That is an authoritative instruction which must be observed by all masters of steamships when the conditions covered arise, and to admit any interpretation other than the direct one conveyed in the sentence would be to cast grave reflection upon those who framed the rules, and strike a serious blow at the regulations to prevent collisions at sea as a whole. Every seaman knows that the stopping of engines will result in loss of way, and wind and sea conditions must affect the heading of the ship so stopped. That point was known to, and must have been considered by, the nautical experts who framed the international rules.

Working for Safety.

They worked for safety only, being well aware that, in times of bad visibility when ships would sight each other at close quarters, only the lower the speed the less the possibilities of damage; and when two vessels, each following the regulations laid down, have in sight of each other, prompt reversal of engines on the part of any ship under small way would avert collision or reduce the amount of damage below the danger line. An appropriate sound signal was laid down for the vessel so stopped; the hearing of this signal would acquaint those in charge of the other that there was a stationary ship to pass, and leave them free to manoeuvre until danger was averted.

Probably every section of the rule of the road has, at some time or other, been challenged in Court of Law, but from the seamanship point of view it is hard to conceive one which would require greater ingenuity to controvert than the paragraph which covers behaviour of steamships in fog. The language is precise, procedure laid down seamanship-like, and the whole section framed with a view to preventing or minimising collisions. Upon the "Induna" "Ellenia" collision there is no need to comment, the circumstances have been analysed effectively in both Courts; the important point from the navigators' outlook, a suggestion that stopping in fog might be bad seamanship when vessels are in close proximity, has been cleared up, and it is unlikely to be raised in the future.

MARRIED WOMAN DEAD.

Details are available concerning a tragedy on board the steamer "Crefeld" at Antwerp, resulting in the death of a married woman passenger, while the ship's doctor is in hospital. It is stated that Norman Smith, husband of the dead woman, was a tugboat captain in Sydney, and he married a German girl there a few years ago. They left Sydney to pay a visit to her parents at Bremen. During the voyage Smith forbade Bachmann, the ship's doctor, to enter his cabin owing to the attentions he was paying to his wife. When passing Gibraltar Smith missed his wife, and after searching the ship found her hidden in a cupboard in Bachmann's cabin. There was a scene, the wife in hysterics flatly refusing to go with her husband. Finally he induced her to go into the infirmary, and later they became reconciled.

On July 1, while Smith was promanaging, the first officer and some sailors seized him and locked him up. A friend saw him there and told him that his wife was dead. After he had been imprisoned for ten hours, the captain released him and told him that at first he thought he had murdered his wife, but he was now convinced that she and the doctor had attempted suicide.

The wife's body was taken to Bremen, while the doctor was sent to hospital in a critical condition. Consular inquiries are proceeding.

MOVEMENTS OF STEAMERS.

The B.L.S. "Santhin" will leave Amoy for this port this evening, and is due here to-morrow evening. The Ben Line s.s. "Benalder" from Leith, Middlesbrough, Antwerp, London and Straits is due to arrive here on August 16.

The s.s. "Fiume-L" (D. & Co.) sailed from Colombo on August 3, and is due to arrive in Hong Kong on August 18.

The C.P.S. R.M.S. "Empress of Russia" (Capt. A. J. Hocken, R.N.R.) sailed for Manila on August 10, at p.m. and is due back here on Monday, August 22. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama on August 24 at noon.

The following vessels of the Compagnie des Messageries Maritimes are expected here:-
"Athos II," August 30.
"D'Aragnan," September 13.
The M.V. "Esquiline" (D. & Co.) from Brindisi, is expected, in Hong Kong on September 15.
The s.s. "Bolton Castle" (D. & Co.) sailed from New York on July 19, and is due to arrive in Hong Kong on September 24.

CONSIGNEES' NOTICE.

The M.V. "Raby Castle" from New York, Newport News & Norfolk has arrived and consignees are asked to take delivery of their goods which will be subject to rent after August 15.

OLD VESSEL SOLD.

BLOWN ASHORE INTO BATHS.

Melbourne, July 7.
The steamer "Malaita," which was blown ashore into the South Melbourne baths on November 17 last, and which was refloated by the Melbourne Harbour Trust on May 6, was sold by auction to-day for \$280. Bidding started at \$225. The purchasers were Messrs. O'gan, Hester, and Rice, of Melbourne. The ship will be broken up.

The cost of refloating the "Malaita" was considerably more than \$1,000, but the price realised to-day will help to defray the expense. The "Malaita" is a vessel of 980 tons gross. She was originally run by Burns, Phillip and Co., Ltd., in the Pacific Islands trade, but after becoming a coal hulk for the Melbourne Harbour Trust she was refitted and used in the phosphate trade by H. E. Black and Co., of Melbourne. After the war she was laid idle in Melbourne and broke loose from her berthing during a strong gale.

STEAMSHIP LINE.

AUSTRALIAN BOARD APPOINTED.

Sydney, July 5.
It was announced to-day that the Commonwealth and Dominion Line, Limited, had decided to establish a local board in Australia, with headquarters in Sydney. The members of the board will be Mr. F. G. Murdoch, of Sydney, and Mr. De Gruchy, of Wellington (New Zealand). Mr. Murdoch is a director of Messrs. Gibbs, Bright and Co., who are associated as agents in Sydney with the Commonwealth and Dominion Line.

COLOURED SEAMAN'S BRAVERY.

While the motorship "Centaur" which arrived at Fremantle from Singapore on July 5, was at Derby, one of the coloured seamen fell into an enclosure containing several bullocks, maddened by their strange surroundings. Before the seaman, who had fallen about 30 feet, had time to recover himself he was attacked by one of the beasts. Without hesitating, one of the men's compatriots jumped into the enclosure and pulled the seaman out of danger. Appreciating the second man's bravery, the passengers subscribed over £2 which was handed to the rescuer.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.
S. "WEST CALERA" Aug. 23.
For full information apply to:-
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UNITED KINGDOM & CONTINENT..... ELLERMAN LINE

S.S. "CITY OF GLASGOW" Havre, L'don, R'dam & H'burg 17th August
S.S. "KABINGA" Havre, L'don, R'dam & H'burg 8th September

AUSTRALIA..... AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE...AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NORWICH" via Suez Canal 11th September
S.S. "CITY OF BOMBAY" via Suez Canal 9th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK.....AMERICAN & ORIENTAL LINE

M.V. "OLIVEBANK" via Suez Canal 1st October

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" 25th October

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone Central 4791.

THE BANK LINE, LTD.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STEAMERS	H'Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPRESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPRESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPRESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE

\$120 \$112 \$88

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 30	Sept. 1	Sept. 10	Sept. 12

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Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MONTEVIDEO MARU Tuesday, 23rd August.
BOMBAY—Via Singapore and Colombo.
CELEBES MARU Saturday, 20th August.
BORNEO MARU Saturday, 3rd September.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
MEXICO MARU Wednesday, 31st August.
CHICAGO MARU Wednesday, 28th September.
CALCUTTA—Via Singapore, Penang and Rangoon.
TACOMA MARU Saturday, 27th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.
ARIZONA MARU (From Shanghai) 18th August
HAIPHONG—Via HOIHOW & PAKHOI.
TAIKWA MARU Tuesday, 16th August.
JAPAN PORTS
ALASKA MARU Sunday, 14th August.
KEELUNG VIA SWATOW & AMOY.
HOZAN MARU Sunday, 14th August.
MENADO MARU Wednesday, 17th August.
TAKAO VIA SWATOW & AMOY.
TAKAO, KEELUNG & JAPAN.
GANGES MARU Wednesday, 24th August.
DAIREN VIA CHEFOO & TSINGTAO.
NITTO MARU End of August.
For further particulars please apply to:- OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "DANMARK"

will be loading for Le Havre, Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports on or about 15th August.

Further sailings:-	Expected on or about:-	Will leave homebound on or about:-
M.S. "JAVA"	23rd August
M.S. "ASIA"	9th September
M.S. "AFRIKA"	20th October

Subject to change without notice.

For further particulars please apply to:-

JOHN MANNERS & CO., LTD.
Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 feet long.

Town Office: 64, Cantonment Road Central, Hongkong. Tel. Central No. 459.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 9.

Estimates furnished on application.

Hongkong, April 1, 1924.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest V.L. on record	Lowest V.L. on record	W.L.	W.L.
West River at Shikung	+41.0"	0"	+26.0	+24.9
North River at Tsingyuen	+23.7"	0"	+13.0	+13.6
North River at Samahul	+27.3"	0"	+17.5	+17.0
East River at Shikung	+15.2"	0"	+8.8	+8.8

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS,
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
RAWALPINDI	10,619	20th Aug.	Marseilles & London
MOREA	10,553	3rd Sept.	Marseilles & London
DEVANHA	8,155	17th Sept.	Marseilles, London & Antwerp
KHYBER	9,114	1st Oct.	Marseilles & London
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay.
MALWA	10,986	15th Oct.	Marseilles & London
KASHMIR	8,085	29th Oct.	Marseilles & London
MACDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	10,504	20th Nov.	Marseilles & London
MANJIA	10,346	10th Dec.	Marseilles & London
KASHGAR	9,005	24th Dec.	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.
* Calls at Port Sudan.

BRITISH INDIA-APCAR. SAILINGS.

* SANTHIA	7,754	17th Aug.	Singapore, Penang & Calcutta
TALAMBA	8,013	5th Sept.	Singapore, Penang & Calcutta

* Calls at Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,950	2nd Sept.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,800	30th Sept.	Townsville, Brisbane, Sydney, &
ARAFURA	6,000	28th Oct.	Melbourne.

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement to others.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KIDDERPORE	5,334	17th Aug.	Shanghai, Kobe & Moji
MOREA	10,553	19th Aug.	Shanghai
NAGPORE	5,220	20th Aug.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	16th Sept.	Moji, Kobe, Osaka & Yokohama
MALWA	10,986	19th Sept.	Shanghai, Moji, Kobe & Yokohama
NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
KASHMIR	8,085	30th Sept.	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama
MACDONIA	11,120	15th Oct.	Shanghai, Moji, Kobe & Yokohama
MONGOLIA	10,504	29th Oct.	Shanghai, Moji, Kobe & Yokohama
MANJIA	10,346	12th Nov.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

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"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "MENTOR"	Via Suez Canal	26th Aug.
S.S. "CITY OF NORWICH"	Via Suez Canal	11th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option. Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

LIQUOR SMUGGLING.

SEIZURE IN NEW YORK
HARBOR.

New York, July 4.
One of the boldest attempts to smuggle a valuable cargo of alcohol on to the very shores of Manhattan Island itself was frustrated only after the alleged run-ship "Greyhound," which had been renamed the "Economy," had passed the Statue of Liberty. The vessel, which was en route for New York, carried a crew of 22, and was loaded with beverages valued at \$50,000 dollars (\$100,000).

Ensign Duke, of the Coast Guard, who was alone in a motor boat, patrolling the harbour at dawn, espied the vessel running without lights. He overhauled her, and single-handed took prisoner the crew, and returned to shore with the prize.

The "Greyhound," which is on the British registry, had succeeded in avoiding a dozen of the anti-run-ship running craft, and was within a few hours of landing her cargo.

FLOATING MINE.

REPORT FROM TWOFOLD
BAY.

Sydney, July 8.
A floating mine, presumably one of those laid by the German raider Wolf in 1917, is reported to have been seen near Twofold Bay, on the south coast, by Mr. Norman Hegarty, a launch proprietor, at Drummoyne, who was the successful tenderer for the purchase of the cargo landed from the straitened steamer Riverina, and who is now engaged in transporting the cargo to Sydney. In a message to the secretary of the State Navigation Department (Mr. G. H. Faulks) received late this afternoon, Mr. Hegarty states that he saw the mine floating in a position about seven miles to the south of Twofold Bay, at 5 o'clock on Thursday afternoon. Mr. Hegarty was proceeding in a motor launch, when the mine was observed. The pilot at Eden, who has been instructed to investigate the report, sent a message to Mr. Faulks to-night, stating that Mr. Hegarty and some fishermen, on the return trip from the Riverina, did not see any traces of the mine.

CONSIGNEES.

DODWELL-CASTLE LINE.

NOTICE TO CONSIGNEES.

M.V. "RABY CASTLE"

From New York, Newport News & Norfolk.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the vessel must be presented to the Under-Insured on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

Hong Kong, August 9th, 1927.

THE BEN LINE STEAMERS,

LIMITED.

From LEITH, MIDDLESBRO',

ANTWERP LONDON, STRAITS

& PHILIPPINES.

THE Steamship

"BENLAWERS"

CONSIGNEES of Cargo are

hereby informed that all Goods are

being landed at their risk into the

hazardous and/or extra hazardous

Godowns of the Hongkong and Kow-

loon Wharf and Godown Co., Ltd.,

whence and/or from the wharves

delivery may be obtained.

No claims will be admitted after

the Goods have left the Godowns,

and all goods remaining undelivered

after the 15th inst. will be sub-

ject to rent.

All claims against the steamer

must be presented to the Under-

Insured on or before the 27th inst.

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

15th inst., at 10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 7th August, 1927.

UNLOADING.

DEFECTS OF MODERN
APPARATUS.

All the varied unloading apparatus seen along modern wharves—cranes, pneumatic plants, conveyors and trolleys—though exactly suited to an entrapment trade, suffer from a cardinal defect as regards general application. The cargo to be discharged can only be removed from the ship at a particular point of the port concerned, and apart from the drawback of a waiting list of vessels, there are many places, particularly in partly-developed countries, where either tedious manual methods have to be adopted, or the goods transported by rail to another port on the same seaboard. With a self-unloading apparatus this want of flexibility vanishes, and while it is not suggested that wharf equipment will ever be obsolete, a vessel so fitted can be run into any port where the wharf is not provided with discharging plant, a fairly frequent condition in the smaller coastal towns in all countries, and by means of the self-contained unloading gear, can deliver her cargo on to the wharf itself, or into railway waggons or carts thereon. Should there be no wharf, or a badly-congested one, it is equally easy to discharge into lighters, barges, or the bunkers or holds of a ship alongside. Self-unloading gear may consist of a conveyor boom on the deck, which can be swung outboard on either beam, and on to which the cargo—coal, stone, ore, sand, wet or dry, or gravel—is delivered by scrapers moving in tunnels in the bottoms of the holds. This system is rapidly gaining in popularity in Canada on the Great Lakes and St. Lawrence, and shows promise in other directions but, so far, the only vessel constructed in Great Britain for the purpose is the s.s. "Valley Camp," built at the Neptune Works of Messrs. Swan, Hunter & Wigham Richardson, Ltd., Newcastle-on-Tyne, for Mr. J. J. Playfair, Midland Transport. The "Valley Camp" has the typical Lake-type silhouette, with the propelling machinery aft and the navigating bridge practically in the bows, a position rendered necessary by the canal locks to be negotiated. The tripod mast, for elevating the conveyor boom, just aft of the bridge gives the vessel, however, a somewhat unusual appearance. The total length is 252 ft., the beam is 43 ft., and the draught, with a cargo of 2,000 tons dead-weight, is a little over 14 ft. We may close our account of this ship, a pioneer vessel as far as Great Britain is concerned, by mentioning that eight other vessels have been fitted with this gear on the Great Lakes service. These range from 2,000 tons to 6,000 tons capacity, and can discharge from 400 tons to 1,000 tons per hour. The boom conveyors are from 75 ft. to 150 ft. long.

SEEING BRITAIN BY TRAIN.

The American Ambassador stated a short time ago that Britain possessed one of the most beautiful bits of the created world and recommended tourists coming to Europe to spend some time there. Combined action by the four railway groups has catered for this invasion by providing opportunities of visiting, by means of round tours of inclusive fares, all that is best in Great Britain from an historic, romantic or scenic point of view. The number of tours from which selections can be made totals nearly 200, comprising journeys by rail, road and steamer. The character of the tours and the facilities for breaking the journey en route will appeal to the leisurely tourist as well as to those whose itinerary is planned by time-table. Special attention has been devoted to parts of the country of historical interest, the seats of universities, the cathedral cities, and the regions made famous by association with Shakespeare, Dickens, Scott, Burns, and other illustrious men. The tours may be made in either direction and by alternative routes, and there is little limit to the ingenuity which the tourist can exercise in using them. A reduction of 25 per cent. has been made in the price of the tours, which are not only for overseas visitors but for British tourists as well.

DIESEL v. STEAM.

SCANDINAVIAN SHIP-
OWNERS' INTEREST.

Sir William Graham, J.P., of Messrs. Bailey, Graham and Co., Ltd., has just returned from a long business tour on the Continent, six weeks of which were spent in Scandinavia.

Interviewed at Cardiff by a representative of "The Journal of Commerce," Sir William said: "I was particularly struck whilst in Scandinavia with the keen interest displayed in motorships. The question of Diesel versus steam engines is one upon which there has for years been a distinct cleavage of opinion in shipping circles in this country, even amongst those whose expert and business knowledge commands attention.

"Exceptional interest has been taken in this question in ship-owning circles in Scandinavia, and that interest has been backed up by practical effort. Shipowners with large tonnage, principally tankers with Diesel engines, were apparently satisfied with the financial results which have accrued. From judicious inquiries I made the general opinion prevailed that for vessels of 10,000 tons and upwards engaged in long voyage trades the Diesel engine had many advantages over reciprocating engines. As regards vessels of 7,000 to 8,000 engaged in the tramp service, a number of shipowners felt that their financial interests would be better served by steam engines. One Norwegian owner informed me he had on order six vessels representing an outlay of a million sterling. Five of these vessels were being built in Scandinavia, and would be fitted with Diesel engines, whilst one at Sunderland would be fitted with steam engines.

"The smaller class of vessels in Scandinavia were finding it difficult to secure remunerative employment, but the largest class of tonnage appeared to be 'doing well.'

SHIPPING FREIGHTS.

REVIEW OF FIRST HALF
YEAR.

"While there is nothing in view which would suggest a shipping boom, there should be better times than have been experienced during the past few years," writes "The Look-Out Man," in the half-yearly review number of "Fairplay," the weekly shipping journal. "At the moment," he adds, "shipowners generally are decidedly pessimistic as regards the next month or two as the River Plate will offer no satisfactory rate to vessels on this side, and will endeavour to force the fifty steamers on the way unfixed to accept starvation rates, the United States and Canadian Atlantic ports offer no employment at satisfactory rates, and, wherever one looks, it is found that the trouble in the Plate trade has spread to every market. The position is, of course, not without precedent, as June and July have generally been dull months, but many owners are looking with confidence to August and September to provide such abundant employment as will cause freights to once more rise to a payable level. The Plate should have plenty of stuff to ship, provided there is a demand for her maize at a satisfactory price, Canada and the United States should then be again in the market the East should also be chartering tonnage, while it is expected that there will be large shipments of grain from Black Sea ports.

"It is just possible, however, that British shipowners may be unable to take full advantage of the shipments of Russian grain, as, owing to the dispute between this country and the Soviets, the arrangements for chartering may be made on the Continent instead of in London, with the result that Greek, Italian, French, German, and other owners may have the first offers. British boats only coming in at the end, if at all, and even then, owing to the break with the Soviets, the port charges will be increased and will absorb an extra shilling per ton of the freight."

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES—
GENOA—MARSEILLES,
Thence to BOSTON and NEW YORK.
PRESIDENT ADAMS...Tuesday, Aug. 16th 8.00 a.m.
PRESIDENT GARFIELD...Tuesday, Aug. 30th 8.00 a.m.
PRESIDENT HARRISON...Tuesday, Sept. 13th 8.00 a.m.
PRESIDENT MONROE...Tuesday, Sept. 27th 8.00 a.m.
PRESIDENT WILSON...Tuesday, Oct. 11th 8.00 a.m.
Thereafter Fortnightly Sailings on Tuesdays.

TO SEATTLE AND VICTORIA VIA

SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT TAFT...Tuesday, Aug. 23rd

PRESIDENT JEFFERSON...Wednesday, Sept. 7th

PRESIDENT GRANT...Wednesday, Sept. 21st

PRESIDENT MADISON...Wednesday, Oct. 5th

PRESIDENT JACKSON...Wednesday, Oct. 19th

Thereafter Fortnightly Sailings on Wednesday.

TO MANILA.

PRESIDENT ADAMS...Aug. 16th 8.00 a.m.

PRESIDENT TAFT...Aug. 16th 6.00 p.m.

PRESIDENT MCKINLEY...Aug. 22nd 6.00 p.m.

PRESIDENT GARFIELD...Aug. 30th 8.00 a.m.

PRESIDENT JEFFERSON...Aug. 30th 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

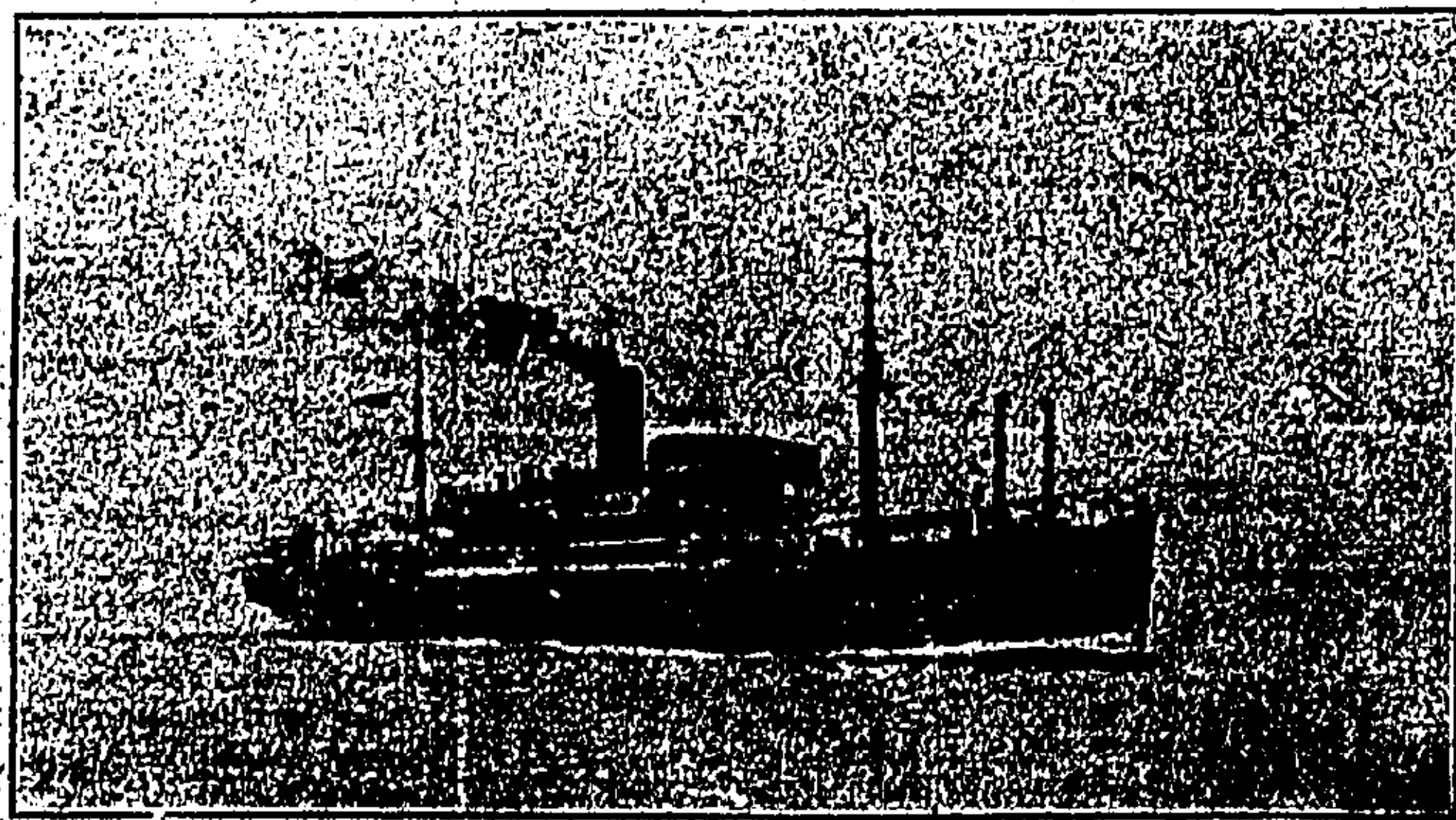
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Speed 14.77 L.H.P. 4090 D.W. 4215 tons.

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WATSON'S LIVER SALTS

\$1.25

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**A Powerful
Liver
Stimulant.**

**A. S. WATSON & CO., LTD.
HONG KONG.**

TOTAL

dry automatic fire extinguisher

NO REFILLING

unless used on a fire
apparatus and contents will
LAST a LIFETIME.

NO UPKEEP COST

**ABSOLUTE NON-CONDUCTOR
OF ELECTRICITY.**

SIMPLE TO OPERATE.

EFFICIENT — RELIABLE — PRACTICAL.

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TELEPHONE C. 5689

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TO-NIGHT AT 9.30 P.M.

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BOOKING AT MOUTRIES AND THE STAR THEATRE

Prices \$3, \$2 and \$1.

Special prices to Back Stalls for Service men in uniform.
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Complete Change of Programme to-morrow night.

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BLUE TICKET BARGAINS.

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All this Season's Models.

Usual Prices \$5.95 to \$10.00.

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Just to Clear our Stock we are offering a lot

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Hong Kong, Saturday, August 13, 1927.

A SATURDAY CAUSERIE.

Although the military lands problem has been dropped in general principle as a result of the decision of the Government a year or so ago, there are still aspects of it which have a bearing on the future of land in Kowloon, as the Kowloon Cricket Club has found to its cost. The scheme, it will be recalled, was for the Government to buy out the military from valuable land in the centre of the city and find them alternative accommodation for barracks, etc., in various places on the peninsula. The land, however, was valued by Sir William Fitzmaurice when land values were high. The price, even then, seemed a heavy one to pay and since the slump it has been regarded as prohibitive. When the scheme seemed in a fair way of fulfilment, notice was given to holders of Government land in Kowloon (amongst these being the K.C.C.) that their premises were liable to be taken over for military purposes. Alternative accommodation was offered at the newly developed King's Park, but the military lands question was dropped before the Kowloon Cricket Club offered itself of the Government's offer and the Club therefore regarded its position in the old premises as secure.

Since then, however, the troubles in China have come to a head and, in consequence, it appears from the remarks of the President of the Club at a meeting on Thursday, there will be a permanent increase in the garrison stationed in future in the Colony. The effect of this, it is gathered, is that the Kowloon Cricket Club's grounds will be requisitioned for

recreation grounds for the extra troops and the Club is therefore unable to proceed with the extensions which were contemplated. Though the Government is quite within its rights in the action it has taken, it appears to act rather unjustly to a Club which has developed an area of waste land into excellently conditioned cricket, tennis and bowls grounds and caters for something between four and five hundred people. The grounds will, of course, be conveniently situated for the troops who are to be garrisoned in the vicinity. But so they are for the residents whose money has been spent in bringing them to their present state of perfection. If the K.C.C. can be granted land at King's Park, so can the military, and of the respective claims to the present grounds, whose is the strongest—the Club which has developed it or the military who have contributed nothing to its upkeep? The Government's attitude, on the face of it, appears to be rather unreasonable.

Among the important events of the week in the sphere of international politics is the decision of De Valera and his "Fianna Fail" party to take the oath of allegiance and the seats on the Dail which were won at the present election. Whether or not the result of the decision will lead to another election in Ireland owing to the fact that the Government party headed by Mr. Cosgrave is in a minority, there will be general satisfaction even amongst those who have no love for De Valera personally and no sympathy whatever with his party's views at a decision which will enable all sides to be constitutionally represented and so facilitate the birth of that national goodwill and stability which will enable the Irish Free State to take an even greater place among the comity of nations. The previous uncompromising attitude of De Valera's party to the oath of allegiance was not in conformity with the general desire for moderation and reasonable co-operation which was the most striking feature of the country's mandate as indicated by the large pro-Treaty majority.

The oath of allegiance to the Free State and King George as the head of the Commonwealth is a fundamental provision of the constitution which was overwhelmingly approved by the people and which the Government is bound in honour and good faith to maintain. If De Valera's party had not taken the action they now have they would, by withholding their presence, have nullified the

votes recorded on their behalf. What is more they would in all probability have sounded the death knell of their own party, for if the people had been faced with the spectacle of a third of the seats on the Dail vacant and a third of the voters unrepresented during the lifetime of the Dail, there would have been little chance of either De Valera surviving as a leader or his party as an entity. The decision was more or less inevitable, but it is none the less significant of the more conciliatory spirit which is abroad in Ireland, notwithstanding the effects of a minority to keep alive the bitterness which is gradually being dispersed by the repeated evidence of goodwill on the part of those who framed the constitution and those who have nobly upheld it.

CORRESPONDENCE.

THE WORK OF THE S.P.C.A.

(To the Editor of the "China Mail.")
Sir,—I venture to request that you will allow me to give publicity to this letter through the valuable medium of your paper.

In the course of certain correspondence which was published recently in the local press, an enquiry was made by an anonymous writer as to whether there was a Society for the Prevention of Cruelty to Animals in Hong Kong. It is a matter of great regret that there should be any doubt on this subject and that there should be people in the Colony who have not heard of the work and activities of the local S.P.C.A. Unfortunately, perhaps, the Society has up to the present done its work unobtrusively and without advertisement.

The Society maintains, thanks to a generous donation, a Dog's home at Nathan Road (Extension), Kowloon, which is well looked after and visited daily by the Society's Inspectors. Members of the public who are interested in this feature of the Society's activities are cordially invited to visit the Home and to see what is being done there. Such interest on their part will be a source of great encouragement to the Society.

The Society employs three Inspectors who are constantly engaged in inspecting the arrangements for the custody and treatment of birds and animals in this Colony and in the New Territories attached thereto. Having regard to the magnitude of their task, it is impossible for them to cover the whole field of operations. They are, therefore, obliged to concentrate attention upon places where birds and animals are kept and where there is possibility of ill-treatment, namely, in the markets, shops, trains, junks and during the conveyance of animals to and from the markets. This work is carried out unostentatiously but it is carried out as thoroughly as our inadequate resources in men and money will permit.

It is not the policy of the S.P.C.A. to court publicity by the institution of frequent legal proceedings, and prosecution are only resorted to in extreme cases. Our aim is rather to reform from within, that is, to educate public opinion and to teach the people to recognise their obligations in the matter of the care and treatment of birds and animals for whatever purposes they may be destined. It is truly unfortunate that the work of the Society does not loom more largely in the public eye. The finances of the Society are at a very low ebb and it needs all the support—moral and financial—that can be enlisted. It is just possible that there are many prominent people besides the correspondent referred to above who, not being aware of the existence of the Society, have been unable to assist it financially and otherwise. It is therefore proposed in the course of the next few weeks to launch an appeal for increased recognition and support from the public. The field is large and the labourers are few. More workers and active supporters are needed if the Society is to carry on its work and if it is to increase its usefulness and efficiency. It is earnestly hoped that the public of Hong Kong will respond gallantly to a great good work.

The undersigned will be glad to give full information regarding the work and the aims and objects of the Society to any of your readers who may be interested in its work and aspirations. —Yours, etc.,
B. O. BLAKER,
Hon. Secretary, S.P.C.A.,
c/o Thomson & Co.,
York Building, Hong Kong,
August 12, 1927.

THE SHAIKIWAN MURDER.

(To the Editor of the "China Mail.")
Sir,—I shall be much obliged if you will kindly publish this letter in case any member of the public may be able to assist this Department.

The Police hold possession of one \$5 (Five Dollar) denomination bank note of a European bank. On the back of the note are written in English manuscript the following words:—"Butter, Milk, Sugar, Oranges, Cigarettes, Jeyes Fluid, By Order, L. T. Ch..." The writing is in black ink; the signature is indefinite. I desire to communicate with any person who has a clear recollection of having recently handled this particular note.

The late Mrs. Mackay was murdered on Saturday, August 6, I wish to communicate with any person who may have seen Mrs. Mackay in or near the premises of the Wing On Company on Friday, August 5, or on the morning of August 6.—Yours, etc.,
T. H. KING,
Director,
Criminal Investigation
Department.

Police Headquarters,
Hong Kong, August 12, 1927.

BRITISH BOYS.

BRITISH-CANADIAN AGREEMENT.

The London "Times" says that the British and Canadian Governments have concluded an agreement under the Empire Settlement Act for one of the most constructive modern land settlement schemes. It involves the settlement of British boys in Canada, and operates from April 1, 1928.

The British and Canadian Governments propose jointly to expend £1,000,000 for the next 10 years in the form of recoverable advances to assist British boys aged from 14 to 20 to take up farming in Canada, with the prospect of a definite career. The new scheme aims at curtailing the period of waiting to make their own purchase of land. The boys when 21, provided they have acquired the necessary training and experience and saved approximately £100, will be eligible for a cash advance not exceeding £500 to purchase a farm, stock, and equipment.

In a leader the "Times" says:—"The scheme has great advantages. An early start in Dominion life means much. The Dominions now possess their own traditions, and failure to catch the spirit of his adopted country handicaps a mature settler. Not half the annual grant controlled by the Empire Settlement Act has been spent, because the Dominions impose limits on the increase of population, but the results are improving and are encouraging."

BYRD'S EXPEDITION.

TO THE ANTARCTIC EXPEDITION.

The Paris correspondent of the "Times" says that Commander Byrd's Antarctic expedition will consist of fifty men including several scientists. There will be two planes, dogs, and sledges.

The party will sail from America in the Autumn via New Zealand for the edge of the ice barrier in the Ross Sea where a base will be established. One plane will be fitted with triple engines and the other with a single engine. The smaller machine will be used for reconnoitring and finding landing places for the larger machine.

Commander Byrd thinks that interesting explorations could be carried out during the months from September to March, and is prepared to remain in the Antarctic for 18 months. He believes that there is a large area of the southern continent not covered by snow, and he hopes to reach the Pole.

A STRANGE DIVORCE.

BLIND SOLDIER'S PETITION.

A divorce petition which has been heard at Prague is believed to be unprecedented. A soldier, 28 years of age, who was blinded at the war, is seeking a divorce decree against his blind wife, who is 48 years, on the ground that she deceived him regarding her age and appearance. He alleges that she claimed she was young and beautiful, whereas he was now told she was very ugly. The wife said that her husband before marriage felt her face and judged her attractive. He was now influenced by the calumnies of her enemies. The Court dismissed the petition on the ground that the reason it gave was inadequate. The husband is now appealing.

THEIR SECOND SUMMER THE HARDEST.

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P'RAPS—P'RAPS NOT!

Local sportsmen were up all night praying for the eclipse of the God of Rain.

The doctor had taken the temperature of the distinguished stockbroker, who lay gravely ill. "It has gone up to 104," he announced in a solemn voice. "Come up to 104!" shouted the stockbroker. "Then sell out, man, sell out!"

"If you've spotted the man who stole your car, why don't you get it back?"
"I'm waiting for him to put on a new set of tyres."

A lady rushed into a crowded car at Haymarket the other day and clutched a strap. She looked pathetically at some seated males, but not one seemed inclined to give up his seat.

One rose at last.
"Thank you so much," she said. "Don't mention it, lady," and added, doubtless thinking of his school days, "I always show respect to a lady with a strap."

Ike—"D'ye know those chickens you sent me the other week?"
Bill—"Yes."

Ike—"Well, they all got out as I was carrying them from the station."

Bill—"Did you catch them again?"

Ike—"No, after searching the whole neighbourhood I could only find ten."

Bill—"Hush. I only sent you six."

An extremely successful business man was giving an address on "Commercial Acumen" to a class of students.

The business man, in speaking of his career, mentioned a certain company which had been wound up on account of its shady practices.

"Of course," he said righteously, "as soon as I realised that there were possibilities of dishonest profit being made I got out of it."

A student asked, "How much did you get out of it?"

The housewife answered the door bell's ring. At her heels were two poodles. The policeman stood on the step.

"I see you have a couple of dogs," he remarked. "Have you licences for them?"

"Oh, no," she replied, "they're too young."

The poodles frisked round the policeman, and he patted them. Nice, friendly little things, aren't they?" he said.

"Yes, You'd never think they were mother and daughter."

The summons arrived in due course.

A gentleman advertised for a gamekeeper, and a Scotsman with a very red face presented himself as a candidate for the post.

"Are you a teetotaler?" inquired the gentleman.

"Weel, sir," answered the applicant. "I'm no' exactly a teetotaler, but I've never found anybody yet that could fill me fou."

Concerning Mr. White's connection with Daly's Theatre, a writer in the London "Evening News" recalls how, at one gathering, Mr. White talked of Miss Phyllis Dare and why she expected new silk stockings at 25s. a pair for every performance.

"She said she had always had fresh silk stockings," said Mr. White. "I told her she must not expect that under my management. I am a business man. In any case, why wouldn't 15s. stockings do?"

White economised over the famous Daly's orchestra, and that nearly broke the late Merlin Morgan's heart. They told the story that "Jimmy," after listening to the orchestra for a while, pointed to the drummer and said, "That man has only struck one note in five minutes. He need not be paid so much."

Most likely that was "Jimmy" White's humour.

A man called on a lawyer, and said "What can I do to a boy who threw a stone and broke one of my windows?"

"Ask his father to pay for the damage," replied the lawyer.

"Then perhaps you will hand me over 4s.," said the man. "It was your son that did it."

"Certainly," replied the lawyer.

"If you give me 2s. 8d., the amount of my fee, we shall be quits."

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LOCAL AND GENERAL NEWS.

A tiger measuring 7ft. 7in. from tip to tail was shot by a Malay named Hassa bin Tambi at Ulu Piah.

The Shanghai Chinese military authorities have released Mr. Wu Chung-yi, a lawyer, who was arrested on a charge of being in communication with the Communists.

The French Embassy in Tokyo is in receipt of a cable announcing that two French fliers will leave Paris for Tokyo tomorrow via the trans-Siberian route and via Sun-gari and Pyongyang, Korea.

The Chin Foong and the Al Mian Schools, both of Singapore, have been declared unlawful schools, as they have been used for the purpose of political propaganda detrimental to the interests of the Colony and the public.

Six Chippendale mahogany chairs and two armchairs, with pierced ladder-pattern backs, realised £278 5s. at Christie's, while eight Chippendale mahogany chairs, with interlaced backs carved with fluting, were sold for £273.

The Deputy Controller of Labour, Penang, telegraphs that 2,263 labourers arrived by the "Rhona," of whom 307 were landed at Penang for quarantine and the balance proceeded to Port Swettenham for quarantine there.

A Muar Chinese Club has been formed in Malaya, with Mr. Khor Kok-hong, the manager for the Ho Hong Bank, Ltd., as its first President. Mr. Khor is also President of the Sim Huang Hong and the Lok E Huan Clubs, and chairman of the committees of the Chinese Boys' and Girls' Schools.

Of the 2,000 coolies required for British North Borneo, who are being drawn from Java, about half have already proceeded to their destination. The emigrants seem to be keen on going to British North Borneo as according to returning coolies the treatment they receive on the British estates is excellent.

The tenth anniversary of the battle of Messines, the battle in which we exploded nineteen great mines, the simultaneous explosion of which was heard by Mr. Lloyd George at Walton Heath was held recently. One who has seen the Messines battlefield recently, says that the great mine craters remain despite effort on the part of the Belgians to fill one in. They have been transformed into lakes and young trees are appearing on the banks of them. Here are perhaps, the only considerable signs of the war which are likely to endure to show that modern warfare can actually alter the geography of the countryside.

A baby show will be held in the Town Hall, Singapore, on Aug. 17.

The erection of buildings to house the Malayan Exhibition, at the Kuala Lumpur racecourse, is proceeding apace.



Bernt Balchen, who was formerly a Lieutenant in the Norwegian Navy, and accompanied Commander Byrd on his North Pole flight expedition as a mechanic, accompanied the Commander on his flight to Paris.

Tsang Siu-tien was sentenced to three months' imprisonment, at the Shanghai Provisional Court for wilfully damaging a barbed wire entanglement in Haining Road and stealing five pieces of wood from the gate. The Court was asked to take a very serious view of the offence, as a lot of damage had been done to the barricades in this manner.

The "Central China Post" says: "At last, to the relief of every Hankow Race Club member, the soldiers have been withdrawn, although the small remains. Those who went out to the Club the other afternoon, prepared to run what has become a customary gauntlet against typhoid fever besides other ills, were pleasantly surprised to find the road vacant of all except the refuse left behind. The odour was unabated, but that was to be expected, as the road had become nothing more than an open latrine. We hear that the detachment which occupied the road went with the rest of the 35th Army across to Wu-chang."

The Osaka Shosen Kaisha announces its decision to construct a few superior type passenger vessels next year.

The Oriental Cotton Mill, 36 Yangtzepoo Road, Shanghai, which closed down on July 1 because of a dispute with the employees over a bonus, has reopened.

Passengers by an in-coming German air liner had a bird's-eye view of a ceremony, performed for the first time on Folkestone Leas where the massed drums and fifes and pipers of the Shorncliffe garrison regiments sounded the "Retreat."

A big fire broke out in Singapore Old Town. The fire originated in a godown occupied by a new import company but the actual cause is unknown. It is thought probable that a spark from a passing engine set fire to celluloid articles stored in the godown. In any case damage to the contents to the extent of £70,000 was done, insurance not covering the loss.

Though regretting that "non-proletarian generals with hired armies had deserted the people's cause, the "Pravda" says that it was bound to come to this sooner or later, hopefully adding that China's real revolutionaries now, by feeling the whole weight of their responsibility, will gather additional strength to fight the pseudo-patriotic henchmen of the bourgeoisie, Chiang, Feng and company.

Joseph Foster, who was arrested at Hamilton (New Zealand) recently in connection with the disappearance of a mailbag containing £10,000 in Treasury notes which was stolen in transit between Cardiff and London on the night of February 2, appeared before the magistrate at Wellington (New Zealand) recently and was remanded pending the arrival of warrants and documents from England. Bail was refused.

Cruelty to animals is a crime which deserves severe punishment and the number of cases which are disclosed in court would suggest that heavier penalties than those at present being inflicted could with advantage be awarded. An average of three to four cases a day are heard in the Second Court, Singapore, fines ranging from \$10 to \$15 being imposed. On Thursday ten cases were heard, the charges being for the most part against bullock-car drivers for overloading or working lame bullocks. The Magistrate personally inspects the animals before going on to the bench. It is encouraging to hear (says the "Malay Mail") that a European recently stopped a Tamil for ill-treating his bullock and gave evidence in court. The more of this public spirit the better.

SOCIAL AND PERSONAL NEWS.

"Majority calling" at Bridge is now the rule in Malayan clubs and appears to find general favour.

It is stated that Resident Arends of Sumatra's West Coast has tendered his resignation as from September 1.

Mr. Harold Butcher, special correspondent for a number of British newspapers, including the "Manchester Guardian," has arrived in Japan, where he proposes to stay some time before going on to China.

One of Japan's greatest commercial magnates, Baron Kihitiro Okura, president of the firm Okura Co., Ltd. is expected to arrive in Batavia. The Baron is accompanied by Mr. Toyoki, a partner of Okura and Co. and four other prominent business men. The object of the visit is a trip through Netherlands India and a study of trade.

Dr. Anne Walter Fearn, who has been spending several weeks in Vienna, will visit Paris and London before going on to the United States for the autumn and winter. Dr. Fearn flew from Venice to Vienna, enjoying that method of travel very much, and, despite her vigorous campaign of sight-seeing and study, she is able to report a considerable improvement in health.

Among the guests of Sir Trevor and Lady Dawson at their Hartfordshire residence, Edgewarebury House, Elstree, on July 2, were Prince Chua of Siam, the Japanese Ambassador and Baroness Matsui, General Sir George and Lady Macdonogh, and Admiral Sir Arthur and Lady Leveson, Admiral the Hon. Edmund Fremantle, Admiral Sir Frederick and Lady Tudor, and Lieutenant-General Sir Travers and Lady Clarke.

Lord Lonsdale figured in an amusing incident after the judging in the big class for costers' donkeys and turnouts at the International Horse Show, at Olympia. Always extremely popular with the donkeys' owners, he was dancing the Charleston to the music of the Royal Marine Band, with two of the "pearly queens" in the arena, when they slipped and all three fell. His silk hat was knocked from his head and his inevitable cigar fell from his mouth, but he rose smiling and untroubled amid a storm of cheering.

Mr. J. Crab-Watt has been appointed to act as Deputy Public Prosecutor, Penang.

Mr. and Mrs. Denis Santry, of Singapore, are paying a visit to Kuala Lumpur, and are staying at the Station Hotel.

Mrs. Stanley Baldwin, the wife of the Prime Minister, gave a Garden Party on June 30, at 10, Downing-street. The guests included a large number of members of both Houses of Parliament as well as many personal friends. Among those attending were Colonel and Mrs. Applin, Mr. and Mrs. E. T. Campbell and Mr. and Mrs. J. J. Bell-Irving.

Lady Drummond Hay has returned to Shanghai by the N.Y.K. s.s. "Shanghai Maru," from Japan.

Mr. C. B. Whitehead, Assistant Commissioner of Police, Province Wellesley, and Miss Whitehead are visiting Kuala Lumpur.

At the last meeting of the Council of the Royal Colonial Institute the following were among the Fellows elected:—Edward F. G. Davies (Johore), Douglas E. Forbes (Johore), Ee Yen Kim (Malacca), Rupert H. Pope (Kuala Lumpur), Noel T. Sagar (Kuala Lumpur), Wm. A. Way (Fahang), and Robt. M. Whiteside (Kuala Lumpur).



Adviser to War Lord

General John Sifton, adviser to the Northern War Lord, Chang Tso Ling, since 1925, who intends to tour America and Europe advocating intervention by the Powers in the Chinese crisis. General Sifton has not spilt with Chang Tso Ling but intends to work for him to promote the intervention of the Powers.

He is here taken on the Canadian Pacific liner, the "Empress of Canada," having come to Vancouver to arrange for a fishing trip in British Columbia waters.

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SPORTS

PROFESSIONAL GOLF.

C. WHITCOMBE WINS CHAMPIONSHIP.

Blackpool, Yesterday. The northern professional golf championship over 72 holes was won by Charles Whitcombe, of Crews Hill, with an aggregate score of 280.—Reuter.

Lowest Aggregate.

Whitcombe's is the lowest aggregate for 72 holes ever returned in a major championship in Britain. He wins £350, the biggest cash prize in British professional golf. He



C. Whitcombe.

went round to-day in 70 and 69. Davies, of Prenton, was second with 286.

Melhorn took 74 and 67 and with Barber of Cavendish aggregated 287.

Compston took 288, Duncan 290, Nalhoitz 302, H. Gaudin, Wainstead, with 291, broke the course record with a 66 including two twos.—Reuter.

KEEPING FIT.

SOME HINTS BY H. M. ABRAHAMS.

Harold M. Abrahams, the sprinter, writing in the "Royal Magazine" for July, gives a few hints on how to acquire that state of general fitness which is necessary in order to excel in any game. The following are taken from the article:—

I take 45 strides in which to cover a hundred yards. Now, an error of only one inch per stride would mean in the aggregate nearly four feet difference—over one-tenth of a second. That is only an error of about one and a half per cent., but it is all the difference between success and failure. A slight cold or a late night could easily account for such an error, and it will be seen that the man who hopes for international distinction can leave nothing to chance.

The golfer, lawn tennis player, swimmer, or runner must realise that the good athlete has to superimpose on a really healthy body the specialised training of the particular art. It is useless to attempt to become an athlete until you are a healthy individual first.

Always in Training.

Don't make a Lenten penance of going into training, and see that you never get into such a ghastly state of unfitness that you require a revolution in your everyday activities in order to be reasonably fit. A man or a woman should always be "in training," though he or she need not always be fighting fit.

As for smoking and alcohol, opinions are as divided as they can be, but everyone seems to agree (except the fanatic) that it is excess that is harmful, and that moderation never did anyone any harm.

No training will make a Middle-aged or a Harry Vardon unless the potential ability exists. Training will do a good deal, but all the tuning-up in the world would not enable a fustian loom to defeat a Rolls-Royce at Brooklands.

Don't get too rattled by the performances of your opponent. If you have done all the training you should, and he is really the better man, that's your parents' fault and not your own.

LOCAL PING PONG.

MEETING OF HONG KONG LEAGUE.

A meeting of the Hong Kong Ping Pong League was held at the Chinese Y.M.C.A. on Thursday evening, when representatives from nine different clubs were present. Thirteen teams have joined the League.

After the minutes of the last meeting were passed the following were unanimously elected on the Committee: Chairman, Mr. Ng Tai-ping (Wah Yan Old Boys' Union); Vice-Chairman, Mr. Chan Kwok-chuen (Chinese Catholic Young Men's Society); Hon. Secretary, Mr. Chan Wai-ming (Wah Yan College); Hon. Treasurer, Mr. Ko Yau-cheong (Young Men's Christian Association); Business manager, Mr. Wong Tung-hoi (South China Athletic Association).

Another meeting will be held this evening when rules governing the League will be drawn up.

HOME FOOTBALL.

F.A. COUNCIL AND 7½ PER CENT. LIMIT.

Consideration of the right of companies to borrow money at interest beyond 7½ per cent. without the previous consent of the F.A. was referred by the council to the Rules Revisions Committee, as also was the right of clubs to issue season tickets covering a number of years.

Permission was given to the Football League to play the Irish League on September 21 and the Scottish League on October 22, but this latter date is subject to revision.

The council decided that it is not permissible under the constitution of the F.A. that a representative of a referees' organisation be elected to the council.

Torquay United were granted permission to withdraw from the Cup competition without prejudice to their position next season and the entries of Taunton United and Waverley Athletic were not accepted.

The application from the Manchester and District Federation for a grant in aid of their funds was declined.

The president in handing the long-service medal to Mr. H. J. Hubbard (Division IX) referred to the services of that gentleman as a member of the council for 20 years.

SINGAPORE BOXER.

BUD WALLEY DRAWS WITH JOE ALEXANDER.

Bud Walley, the well-known Singapore flyweight and brother of the famous "Boy," fought in his first main event at the Manila Stadium on July 16. His opponent was Joe Alexander, whom he had met on two previous occasions in semi-finals, and the result of twelve furious rounds was declared a draw.

Mr. Kim Lin, manager of Bud Walley, writes: "Bud trained only two days for the fight, which was put on at short notice as a substitute for a main event which fell through, and to last twelve three-min. rounds of fast fighting means a lot. I am confident that, properly handled, Bud may become even better than his brother."

"Alexander has defeated such good boys as George Montanez and Jack Silva, and he held Speedy Dado to a draw. He is a pure and simple slogger, who depends on his strength and toughness to win."

Only Possible Decision.

The "Manila Daily Bulletin" says: "A draw was the only possible decision. Gray matter helped Walley overcome the big lead Alexander took over him in the first stages of the match. The Singapore lad took things easy at first, reserving his strength for the last rounds, when he weakened Alexander considerably with hammering blows to the body. Bud pulled a boner, however, in the last canto. He tried slugging his opponent, which nearly cost him the battle."

"That there is no love lost between Joe and Bud was evident from the manner in which they hit each other, even after the bell would ring for rest. Going over the 12-round limit for the first time, both lads surprised the crowd by keeping lively during the last stages of the contest and apparently feeling fresh."

First Half for Alexander.

"From the start up to the middle of the fight, Alexander had things his way. He connected rather often with Bud's face and sent home some stinging left hooks. But Alexander bluffed the crowd once in a while. In the fourth canto he had the obnoxious section in an uproar when he started swinging at Bud while his punches reverberated through the house like the booming of cannon. Yet, those in the ringside seats did not see him land a good solid punch that round. While the galleries thought he was murdering Bud, his punches were falling mildly on Walley's elbows."

Walley Catches Up.

"From the seventh up to the 11th, Walley doubled up Joe with wicked punches to the body. He started boxing and had Joe guessing what it was all about in the eighth, ninth and 11th rounds, and hammered his rival to his heart's content. The last canto, however, nearly proved to be his Waterloo. After starting fine, he made the mistake of thinking that he could outslug Joe. Alexander simply pasted him with some corking wallops that had Bud's face bobbing up like a cork on a stormy sea."

BOXERS & FILMS.

DEMPESEY'S SUPPRESSED DESIRE.

MALAYAN SUCCEEDS.

When Jack Dempsey was still the heavy-weight champion of the world he confessed to me (writes Mr. Trevor C. Wignall) that one of the regrets of his life was that he had been so successful as fighter. It was his ambition at this time to become a celebrated film actor. It will be remembered that about three years ago this desire prompted him to sink some of his fortune in a film company, to undergo an operation on his nose so that it could be made more presentable and to blossom out as a "movie" star. It will also be recollected that as a rival to Valentino and others he was a failure.

All this returned to my mind when I read that Victor McLaglan, one of the most disappointing heavy-weight boxers even Britain has known, had swept the United States into enthusiasm, and was in the act of similarly sweeping London by his

and crude fighter, and with a beautifully broken nose—a feature that was a grief to Dempsey—as a portrayer of human emotions climbs to heights that are only accessible to the very few. Life, it seems to me, is full of old and romantic twists.

Yet there was a time when McLaglan, the son of a bishop and one of six massive brothers, looked like setting the pugilistic Thames on fire. It was just before the war, and the venue, I think, was the West London Stadium. McLaglan, fresh from some revolution or another (he was, in his own words, always looking for trouble and excitement), was matched with Dan McGoldrick, a Scot who was close on the heels of some of the champions. McLaglan defeated him; but it was not his victory so much as his massiveness, his tremendous earnestness, and his fighting features that captured imagination.

Out Like Snuffed Candle. He did so well as to suggest that the heavy-weight England had so long been pining for had at last been found.



Jack Sharkey, who recently knocked out Jimmy Maloney, the Boston heavyweight. He was then knocked out by Dempsey.

representation of a soldier-character in the film "What Price Glory?"

Lucky Defeats.

It is stated that McLaglan to-day is one of the highest-paid film actors in the world, that his salary is over \$20,000 a year, and he is on the smooth road that leads to millionairehood.

If this was so he must be thanking his stars that in 1919, at the National Sporting Club, Frank Goddard knocked him out in three rounds, and that in the following year, in the same building, Arthur Townley deposited him on his broad back in the seventh round.

The last time I met him was in a restaurant in Piccadilly a little more than a year ago. He had given up boxing then—was ready as a matter of fact, to admit that he was no good at it—and it is betraying no secret to state that his adventurous life had given him so little in the way of compensation that he was wondering what on earth he should turn to next.

Beautifully Broken Nose. Dempsey, a great boxer, failed as a film actor. McLaglan, a poor

Then came the war. McLaglan was caught up in it, first as a subaltern, then as a staff captain, then as an Arabic expert, and finally as a provost marshal in Mesopotamia. When he has demobilised he returned to boxing, and so completely failed to realise expectations that he passed out like a snuffed candle.

And now, as "Captain Flag," a raised-from-the-ranks American Marine (a distinction he shares with Lieut. Gene Tunney, the present heavy-weight champion of the world), he is piling up riches and fame.

LOCAL CRICKET.

SINDHI MERCHANTS' V. UNIVERSITY.

The Hong Kong Sindhi Merchants will play a cricket match with the Hong Kong University 2nd eleven on latter's ground to-morrow morning at 7 a.m.

The following players will represent the Sindhi Team: G. P. Darghani (captain), U. T. Thad, H. Pritam, F. Thawarada, F. Gohimani, N. T. Utam, S. V. Karani, S. D. Tharani, M. H. Moorjani, P. Shewaram and C. H. Bedi.



Upper left—Gift presented in memory of a late pupil of the school. Upper right—The M. W. Beatty Gymnasium. Lower left—The M. W. Beatty Gymnasium. Lower right—The M. W. Beatty Gymnasium.

Another step forward in the interests of the welfare of boys was made recently at Shawbridge, Quebec, when a modern gymnasium, complete in every detail was formally opened by E. W. Beatty, Chairman and President of the Canadian Pacific Railway Company. The gymnasium which has become the property of the Shawbridge Boys' Farm and Training School, is the joint gift of Mr. Beatty and J. W. McConnell of Montreal.

The Gymnasium was erected during the past year and was done so at a considerable expenditure on the part of the two interested parties. Mr. Beatty's connection with the Boys' Farm at Shawbridge has long been established and were it not that he was the guiding genius of the greatest transportation system in the world, he would be a national figure for his interest in the welfare of boys. The Gymnasium is known as the "M. W. Beatty Gymnasium," a name that was given to it at the request of the boys of the farm. The structure is of solid stone, quarried about seven miles from the farm, which lies in the first range of the famous Laurentian Mountains. No detail has been forgotten in its construction. The main floor is taken up with the gym proper where many an exciting game of basketball will take place. Below is a fine swimming pool with showers close by. On the same floor is what might be termed a den

or library. This room is finished in chester and is furnished throughout with genuine leather chairs and solid oak writing desks. Predominating on the end stands an immense stone fireplace which is seen in the photograph. This fireplace, according to the inscription, "was erected with funds left to the Boys' Farm by Private Harry Barry, who was a pupil in this school and gave his life in the Great War 1914-1918."

After the opening ceremony this tablet was unveiled in the presence of about 300 guests who had been invited by Mr. Beatty and Mr. McConnell. A tablet on the outside of the building reads "The gymnasium was donated to the Shawbridge Boys' Farm and Training School by E. W. Beatty, Esquire, K.C., and J. W. McConnell, Esquire, of Montreal and was opened for use on the twenty-fifth day of June, 1927."

TRYING TOO HARD.

OUR CONCENTRATION AT GOLF.

A TENDENCY TO WATCH.

The season of holiday golf is at hand; the season when lightness of heart asserts itself on seaside links as though fozzled shots had ceased to trouble the conscience, and when conversation on extraneous subjects breaks out as though adversity had no vexatious subjects, writes Harry Vardon. I am not going to say that this is the proper spirit in which to pursue the game. The whole lure of golf, the supreme quality that makes it attractive to business men and brain-workers, is that it is so much more difficult than most things they attempt that it diverts their minds completely from all the other problems of life. During the playing, it demands and exacts exclusive attention. Still, the golfing holiday frame of mind may be a useful factor in the sense that it provides a holiday from real golf. I sometimes wonder, too, just how far a leavening of it—a modest touch of it—would be helpful in the solemn seasons, when golf is sought as a relief from the worries of a work-a-day world.

The majority of players are so engrossed in the possibilities of improving at it that in many instances they bring upon themselves the tribulation of over-concentration. The symptoms of trying too hard are clear to anybody who has had a large measure of experience at the game. They begin with a long drawn-out process of waggling the club-head at the ball, a process which merely amounts to procrastination. It produces an affliction of its own, it promotes inevitably a tightening of all the muscles, and nobody can swing properly when his muscles are taut and his grip of the club is so tight that the blood flees from his knuckles, a condition in which you may see numerous people trying to his long shots.

Making It Difficult.

Often I have to say to a pupil:—"You make too hard work of it. Don't try so hard, just swing the club easily." I am certain that in many instances the first vital necessity is to point out the tendency towards over-concentration. Possibly a few people of rare disposition manage to thrive on it.

I am told that Lieut.-Col. J. Sherwood Kelly, a V. O. of the Great War, became a scratch player in the Seaford Links Club within four months of swinging a club for the first time—surely the most rapid progress that anybody ever has made at the game—and that he did it by devoting his time entirely to golf as a rest-cure. He played two rounds a day with a professional, starting very early, so as to have a clear course and, whenever he made a mistake, he practised the shot again and again until he could accomplish it satisfactorily. For four months he did nothing but this, and then, returning scores for his handicap, he was placed at scratch. This, perhaps, is diligence rather than over-concentration on any one shot.

Mr. Bobby Jones declares that "the habit of grim concentration throughout the round is a mis-

take, for me, anyway. If I walk along like an Indian, concentrating on the next shot with an eighth of a mile to tramp before reaching the ball, I am tired out when I stand up to the shot. Lately, I have found that a word or two with the man I am playing with, or the referee, or maybe some friend in the gallery, relieves the tension. Then, when I get to the ball, I can turn on the concentration as hard as I need."

In a large degree, everybody is a law unto himself in this matter. Mr. John Ball, the most successful British amateur that ever lived, was a very quick player, for whom, apparently, the game had no cares or problems, but he certainly wanted nobody to speak to him during the round. At Hoylake, he always engaged a caddy who happened to be deaf and dumb. Mr. Ball was as accurate and skilful a striker of the ball, except in putting, as Mr. Jones is to-day. He played very quickly—sometimes, it looked, carelessly—and yet wrapped himself in such an atmosphere of concentration that nobody could think of talking to him during the round.

Stopping and Re-starting. The surest sign that a player is given to over-concentration is provided when he stops his preliminary flourish of the club-head at the ball after having apparently worked himself up for the stroke, and begins the operation all over again, and one sees this not infrequently. When a golfer finds himself falling into such a habit, he ought to make up his mind to speed up his address. To be sure, it is better to stop than to hit the ball in a state of over-concentration and physical constriction, but it is best not to wait long enough to have to stop. By this, I do not mean to recommend undue hurry. A practice swing just before taking up the stance often is a very good means of loosening the joints and muscles, but once the ball has been addressed, five or six rhythmic waggles of the club-head at it ought to be enough.

To me, it is a worry rather than a help to walk forward a long way sizing up the lie of the land. I have seldom gone more than a half-dozen strides forward to examine the outlook for a shot, and always slightly ahead. I have an idea—it may be only fancy—that one can judge the situation better from the left than by standing in the direct line.

MOSLEMS OFFENDED.

WILD SCENES AT A DELHI CINEMA.

Calcutta, July 5. Wild scenes were witnessed at a Delhi cinema during the showing of the film, "Moon of Israel." The film, which is taken from the Book of Exodus, depicts the story of the Israelites under the brutal Egyptian rule. It is a spectacular American production, and it was claimed by the indignant Moslem audience to contain matter outraging their religious feelings. The cinema manager declined to withdraw it, saying it had been shown in India for two years without objections being taken. A serious situation arose, and the police just arrived in time to prevent the machinery being wrecked, and the theatre being burned by the infuriated mob, who succeeded in destroying poster advertisements and the film.

CONGO ATROCITIES.

The Paris correspondent of the "Times" says that there was an uproar in the Chamber of Deputies when the Socialist Novelle interpellated the Government on allegations in M. Andre Gide's book which startlingly described conditions of native labour in the French Congo. M. Novelle alleged various atrocities by plantation owners, and the Socialists supported his remarks. The Minister for the Colonies (M. Ferrier), on rising was shouted down.

The Prime Minister (M. Poincare) asked the Chamber angrily whether it wanted a new Government or not.

The Chamber rejected the interpellation by 418 votes to 142.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.05
New York	4.86
Brussels	34.98
Geneva	25.21
Amsterdam	12.12 1/2
Milan	89.5 1/16
Berlin	20.44
Stockholm	18.12
Copenhagen	18.14
Oslo	18.72
Vienna	34.51
Prague	164
Helsingfors	192 1/2
Madrid	28.71
Lisbon	2 7/16
Athens	37 1/2
Rio	5 27/32
Bucharest	755
Buenos Aires	47 19/32
Bombay	1/5 20/32
Shanghai	12 1/11 1/2
Hong Kong	1 1/11 1/2
Yokohama	25 1/16
Silver Spot	25 1/16
Silver Forward	25 1/16

—British Wireless Service.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—
Bank Wire 1/11 1/2
Bank on demand 1/11 5/16
Bank 4 months' sight 1/11 1/2
Bank 80 days' sight 1/11 1/2
Credits 4 months' sight 2/- 5/16
Documentary 4 months' sight 2/- 7/16

On Paris—
On demand 1200
Credits 4 months' sight 1275

On Berlin—
On demand 1

On New York—
On demand 47 1/4
Credits 60 days' sight 48 1/4

On Bombay—
Wire 130 1/4
On demand 130 1/4

On Calcutta—
Wire 130 1/4
On demand 130 1/4

On Singapore—
On demand 84

On Manila—
On demand 96

On Shanghai—
On demand 79 1/4
80 days' sight (private paper) 79 1/4

On Yokohama—
On demand 99 1/2

Gold Leaf, 100 fine (per tael) 9.95
Sovereigns (Bank's buying rate) 25 1/16
Silver (per oz.) 95
Bar Silver in Hong Kong 1 1/2 % prem.

Chinese Copper Cents nom
Chinese Copper Cash 6 % pm.
Rate of Native Interest 7 % p.a.
Chinese Sub. Coin 28 % dis.
Hong Kong Sub. Coin par

THE SHARE MARKET.

Stock. Hong Kong Stock Exchange.

T.T. on London 1/11 1/2
T.T. on Shanghai 79 1/4
Banks.

Hongkong Bank \$1055 b
do. Lon. Reg. \$114 n
Chartered Bank \$20 n
Merchants A. & B. \$32 n
do. C. \$18 1/2 n
P. & O. Bank \$35 n
East Asia \$83 n

Marine Insurance.
Canton Insurance \$580 s
China Underwriters \$150 all pd.
North China Insurance T143 n
Union Insurance \$281 b \$283 ss
Yangtze Insurance \$35 M. s

Fire Insurance.
China Fire Insurance \$216 b
H.K. Fire Insurance \$400 s
Shipping.

Douglas \$32 n
H.K. Steamships \$21 1/4 ss
H.K. Tugs & Lighters 60 cts. n
Indo-China (Ref.) \$30 n
do. (Def.) \$48 n
Shell Transporta. \$2/- n
Star Ferries \$54 n
Water-works \$16.90 n

Refineries.
China Sugars \$15 s
Malayan Sugars \$32 s
Mining.

Beaumont \$1.70 n
Kailan Mining Ad. 45/- n
Langkats (Combined) 719 n
do. (Single) 73 n
Shanghai Exploration 73 1/2 n
Shanghai Loans 73 1/2 n
Raubs H.K. \$3.65 b
Tromoh Mines 19/3 n
Ural Caspians 6/- n

Docks, Wharves, Godowns, &c.
H.K. & W. Wharves \$112 b
H.K. & W. Docks \$55 s
Hongkew \$130 1/4 b
New Engineeringa \$4.20 b
Shanghai Docks \$71 n

Land, Hotels & Bldgs.
H.K. & W. Hotels \$41 s
Hongkong Land \$53 1/4 s
Hongkong Realty \$6 s
H.K. Territorials \$1 1/2 n
Humphreys Estates \$12 1/2 n
Prince's Building \$39 n
Rural Lands \$1 1/2 n

Cotton Mills.
Ewo Cottons \$7.80 b
Orientals \$1.80 b T2 s
S'hai Cottons (Old) \$61 s
do. (new) \$25 1/2 n

Buses, Trams, &c.
China Buses \$7 n
H.K. Trams \$20.80 b
Peak Trams (old) \$14 s
do. (new) \$7 s
Singapore Trams 11/- n
Taxis \$1 n

Miscellaneous.
H.K. Amusements \$20.6 \$21 s
Canton Ice \$5 n
Cements (comb.) \$7 n
do. (old) \$9.60 n
do. (new) \$1 s

China Lights (comb.) \$18 s \$12.80 ss
do. (old) \$9 1/4 n
do. (new) \$8 1/4 n
China Prov. \$4 n
H.K. Constructors \$4 n
Dairy Farms \$16 b \$15.10 ss

Der A. Electrics \$6 n
H.K. Electrica \$71 b
Macao Electric \$87 b
H.K. Ropes (old) \$10 n
do. (new) \$5 n
Lane, Crawford's \$20 b
Mackintosh \$20 b
Sinceres \$34 s

United Alabastos \$15 n
Watsons \$11 1/4 n
Wm. Powell \$5 s
H.K. Telephones \$3.70 s

Nanyang Tobaccoes —

GOOD FOR THE WHOLE FAMILY.

Mother always give Chamberlain's Cough Remedy for croupy coughs, colds, difficult breathing, bronchitis and influenza coughs. It is good for the little ones' and grown ups too, for every one knows it contains no narcotics. Sold everywhere.

OUR GUARDS.

NOT GOING HOME THIS AUTUMN.

Any report that the two Guards battalions now in Shanghai and Hong Kong will be returning home this autumn can be discounted, for under their enlistment terms service abroad is limited to two years, and, therefore, it is certain these two battalions will fill in that time, if not in China, at least elsewhere on a foreign station. One of the most interesting movements of recent years in military garrisons will be the use of the Guards Brigade, now at Home, for service in the Mediterranean. This step had been decided upon, so that the Regiments of the Line, which would be normally stationed at Gibraltar, Malta, and Cairo, can be utilised for the Far East and China stations, where a garrison equal to at least pre-war strength is to be maintained for some years.

INDIAN NEWS.

SIR A. MUDDIMAN.

Simla, July 14.
Sir Alexander Muddiman, the outgoing Home Member, left this afternoon for Bombay en route to England. Those present at the station to wish goodbye to the Governor elect of the United Provinces were his colleagues of the Executive Council, Captain Herbert, A. D. C. to the Viceroy, Mr. Gerar, Sir John Shea, Mr. Stow and other high officials.—Associated Press.

Director-General of Posts and Telegraphs.
Calcutta, July 14.
A press communique states: With the exception of the C. and P. Section (telegraph complaints), orders regarding which will issue separately, the few branches of the office of the Director-General of Posts and Telegraphs which are still in Calcutta will finally close here on the 23rd July and will open at New Delhi on 1st August next. All communications which cannot reach the Director-General's office in Calcutta before the 23rd instant should be addressed to New Delhi.—Associated Press.

Congress Republican Party.
Calcutta, July 14.
The Bengal Congress Republican party have started an office, enlisted about hundred members and appointed a committee to frame "rules and regulations." The party is the outcome of the efforts of a group of Congress politicians who, owing to recent events in Congress politics, decided to start a separate party within the Congress. The aims and objects of the new party in brief are to secure complete independence for China, to secure adult franchise within the Congress, to effect the reorganisation of labour and peasants movement, to fight against rabid communalism and to prepare the country for civil disobedience.

The office-bearers of the party will for the present be Mr. Jitendralal Banerjee (President), Mr. Suall Kumar Banerjee (secretary), Mr. Mohamed Kausim (assistant secretary) and Mr. A. N. Malik (treasurer). According to the provisional rules of the party anybody who is a member of the Congress committee and who has sympathy with the aims and objects of the party may become a member.—Associated Press.

Education in Bombay.
There is a decided indication of a growing demand for secondary education in the Bombay division, says the Educational Inspector in his report for the period from 1st April to 31st December, 1926. Muhammadans of the division have begun to feel the necessity of an Anglo-Urdu school for their children. In Sind secondary schools rose from 12,544 to 13,521. An interesting feature connected with the growth of primary education is the scheme instituted for the provision of cheap village school buildings in the Surat district. The scheme has been financed by Sir Purshottamas. Thakurdas to the extent of Rs. 15,000 as his first instalment for the purpose. It aims at providing school buildings in the villages which offer suitable building sites and contribute at least one-third of the total cost of building (exception being made in the case of schools intended for girls or backward classes) and handing them over to the district local boards.

Satisfied with the success of the scheme, the donor has promised a second instalment of Rs. 80,000 for the purpose and a programme for the provision of 28 school buildings has been drawn up for the current year. If the scheme works satisfactorily it is expected that in five years' time all district local board schools in the Surat district which are at present accommodated in hired buildings will be provided with suitable buildings.
As an offshoot of Sir Purshottamas' charities is mentioned the institution of village school circulating libraries at Fardi taluka of the Surat district. This scheme has also worked so satisfactorily that arrangements are being made to extend it to seven other talukas.

ILLEGAL SEIZURES.

UNCHECKED IN HANGCHOW DISTRICT.

Hangchow, July 27.
The Commissioner of Education is certainly the busiest man if not the most worried man in Hangchow these days, for every few days brings up a new case of seizure of foreign property, usually schools, and the consequent statement and protests to which he, as a member of the provincial government commission and head of the bureau of education, must listen.

On July 6 the Riverside Girls' School at Ningpo was occupied by a group of local school teachers headed by a teacher recently dismissed from the school and calling themselves "the Association for the immediate taking back of education authority." The teachers and pupils of the summer school living in the building were forced into limited quarters after failure to completely oust them, while repeated attempts have been made to break their morale by night time visits to their dormitory and other types of insolence. Protests to the local officials, some of whom have lately been found to be involved, having availed nothing, the case was carried to Hangchow where the commissioner admits the illegality of the

FACTIONS IN CHINA.

PLEA FOR LEAGUE'S INTERVENTION.

In a letter to "The Times" on the subject of "Factions in China," Mr. W. E. Leveson says it is becoming increasingly hard to detect any difference of aim, any fundamental subject of dispute, let alone any casus belli, between the dominant faction-chiefs exercising power today. All are deeply pledged to a republican form of government. All are resolved upon a new basis for China's foreign relations—that is, upon the revision of her treaties with foreign countries. From all come fierce denunciations of Communism and all its works. "Nationalism" and the doctrines of Dr. Sun Yat-sen are accepted by all. Surely, then, there lies in these basic agreements of principle some platform upon which a Government may be built. Surely, too, if these premises are admitted, it becomes a world duty to offer intermediary service, in order that the prevailing misery and loss of life in China may cease.

Mr. Leveson hopes in the name of our common humanity (1) that the League of Nations may set up a board of conciliation; (2) that the representatives of the Powers in Peking might be the means of bringing about a general reconciliation; or (3) that America, whose boast is that she is China's only disinterested friend, might perform the office of "honest broker."



"Snookums," the two-and-a-half-year-old movie star, climbing up the legs of President Coolidge in order that he might have a little personal chat with him. The baby is the son of Mr. and Mrs. L. D. McKee, of Los Angeles, and was introduced to the President by Senator Reed Smoot of Utah, a personal friend of the family.

FOR CHINA.

EAGERNESS TO JOIN CRUISERS.

Much eagerness is being shown by naval officers and men to join the new cruisers of the Kent class which are approaching completion. There are two strong reasons for this, one being that the vessels are of a totally new type, the first post-war cruisers in the navy, and newer even than the battleships "Nelson" and "Rodney." The other reason is that they have been allocated to the China station, in place of cruisers of the "C" and "D" classes, and this is the one station of all others where chances of distinction are most likely to arise. Only two of the five ships have yet had captains appointed to them. The "Berwick," which the Fairfield Company, the builders of the "Renown," will complete in July, is to be commanded by Captain R. S. Wykes-Sneyd, D.S.O., who was promoted for gallantry in command of the "Thetis," the first of the blockships at Zeebrugge. The "Cornwall," which is to be finished at Devonport Dockyard in October, will pass under the command of Captain the Hon. W. S. Leveson-Gower, the brother and heir of Earl Granville, and until recently Chief of the Staff in the Nore Command. Captains are expected to be appointed to the "Cumberland," "Suffolk," and "Kent" very shortly.

conscientious objections to the terms insisted upon by the government. The Hangchow vernacular newspapers this morning state that the provincial educational bureau, upon application from a local Kashing group "hereby grants them permission to take over the school" and orders the Kashing local magistrates to carry out their orders. It might appear that the usual admission by the commissioner of the illegality of the procedure, with his plea for patience, will not be entirely convincing in this case where the order comes, if reported true, directly from his office.—China Press.

Drastic Reductions

AT WHITEAWAYS SALE

FOR
MONDAY, AUGUST 15th.
STOCK MUST BE CLEARED.
BLUE TICKET BARGAINS.
EXCESS STOCK AND ODDMENTS.

All excess stock and oddments have been specially marked with BLUE TICKETS at prices which are absolutely Rock-Bottom. Never before have Hong Kong Shoppers been offered such BARGAINS.

DO NOT MISS THIS OPPORTUNITY.

LADIES'

READY-TO-WEAR HAT.

BLUE TICKET BARGAIN \$2.50 each
Worth \$7.50 to \$10.00

LADIES'

WHITE CANVAS SHOES

All Shapes & Sizes.

BLUE TICKET BARGAIN \$1.75 pair

LADIES'

READY-TO-WEAR DRESSES & WATERPROOFS

BLUE TICKET BARGAIN \$5.00 each

MEN'S SHOES

in Black or Brown

120 pairs only. Various Makes.

BLUE TICKET BARGAIN \$10.00 pair

LADIES' HOSE

In Lisle Thread, Art Silk and Silk. Odd Makes. All Sizes.

Usual Prices \$2.50 to \$4.75 pair

BLUE TICKET BARGAIN \$1.00 pair

MEN'S NEGLIGE SHIRTS

in White and Coloured Stripes. Odd Sizes, etc.

BLUE TICKET BARGAIN \$2.00 each

2000 yards.

Summer Dress Goods, Voiles, Cotton Crepes, etc. 38 to 40 inches wide.

BLUE TICKET BARGAIN \$1.00 yard

1600 yards.

Cotton Dress Goods, Voiles, Gingham etc., etc. 38 to 40 inches wide.

BLUE TICKET BARGAIN 50 Cents yard

1500 yards.

CRETONNES.

For Loose Covers, Curtains, Cushions, etc.

Usual Prices \$1.25 to \$1.75 yard.

BLUE TICKET BARGAIN 75 Cents yard

600 yards.

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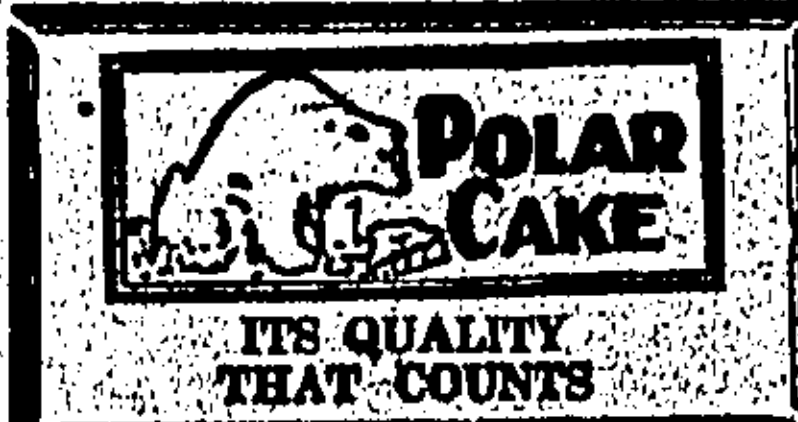
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MOTORING SECTION

MECHANICAL NOISES

SOURCE OF ELUSIVE ENGINE SOUNDS.

It is a matter of common knowledge that as soon as the exhaust noise of a motor cycle is quietened several irritating mechanical noises at once leap into prominence. They were there before, of course, but they were denuded by the beat of the exhaust note; and they are now all the more irritating in that they are not heard on cars and that their source seems to be indeterminate—now apparently definitely located in the timing gear, now almost certainly in the primary chain, and now in the gear box.

Any rider who has passed along a road fenced off with posts and wire must have noticed that he can hear himself passing each separate post. The noise of the machine's motion is reflected back from each post to the rider's ear; and although this characteristic noise is heard in exactly the same way and in the same volume on cars, yet there is an analysis a distinct though subtle difference in the quality of the noise. Compared with the steady, surf-like which from the tyres in the case of the car, there is in the motor cycle echo an undercurrent of clicking and jingling—definitely mechanical noise.

It is these noises, then, which have lately been brought to the designer's notice by the present-day quietening of exhaust notes, and which must be eliminated to produce a more perfect motor cycle. They can conveniently be divided into two classes: engine noises, and gear box and transmission noises.

Taking the first class, this can further be classified under three sub-headings, cylinder and silencer noises, crankcase noises, and timing gear noises.

As to cylinder and silencer noises, there are, of course, differences in the amount of noise from these sources on different types of machine. Although audible on certain two-strokes, the actual sound of the explosion, termed "cylinder ring," is but rarely heard on present-day engines, especially of sports type, in spite of the fact that modern engines produce more powerful explosions than did the old low-compression units. The increased heat generated by burning the fuel in a more efficient way has necessitated thick cylinder heads and walls and deep finning, so that the sound of the explosion is deadened, except, of course, when knocking or detonation takes place.

Cylinder "Ring."

The noise, however, is still being generated, and adds its quantum to the total mechanical noise; and it has been found beneficial on some cylinder designs to minimise this ring by joining up the horizontal fins by vertical ribs at two, three, or four points round the walls of the cylinder.

The silencer noise is of a somewhat similar character. If special care be not taken in the design of the expansion chamber, a distinct silencer ring is set up, due to the exhaust gases at high pressure and velocity striking some part and causing it to vibrate at audio-frequency. Exhaust pipes very often enter the silencer at right angles to, and only a short distance away from, one of the walls of the chamber, and in such a case it would be possible to counteract the ring only by lagging the silencer, thickening or stiffening the wall, or by fitting a bolt through two of the walls, or by some such attempt to get rid of the vibration.

Exhaust pipes should lead into the expansion chamber so that the gas can expand and thus be reduced in pressure before meeting the direct opposition of a baffle plate, which, especially if riveted in position, is very liable to set up silencer ring.

Reverting to the cylinder, a common noise is the sound of the valve coming down on its seating. It is true that to a very

great extent such noises can be reduced by careful cam design, and this point will be discussed later; but in any case it is necessary to leave a small gap at the tappets, so that the final closing of the valve is purely spring-controlled.

A very simple experiment can be tried to prove that this noise is quite audible. If a cylinder with valves fitted on the bench and held firmly while a valve is opened by some means just a fraction of an inch and then suddenly released, the valve can easily be heard loudly clanging down on its seating. The acceleration obtained in this way is certainly very much higher than when the valve closing is controlled by the cam; but at high rates of revolutions, even when the valve clearances are very small, and even with the slow closing curve that can be obtained by masking the inlet valve, the valve still strikes its seating with considerable force.

It will be understood that wide valve clearances immediately involve a great amount of valve clatter; and in the design, therefore, considerable attention has to be given to the temperatures of the various engine parts, and to expansion coefficients, so that as far as possible the valve clearance may remain the same throughout the normal range of engine temperature, and may as far as possible change but little from the minimum setting when the engine is cold.

The third cylinder noise is generally known as piston slap. This is, of course, particularly noticeable on sports machines fitted with aluminium pistons, where, owing to the double expansion coefficient of aluminium in comparison with cast iron, large clearances have to be allowed between the piston and cylinder walls, especially at the piston crown above the rings. Even on engines with cast-iron pistons this noise is still present.

Its cause is the reversal of piston side thrust at the top dead centre of the compression stroke, when the rise of gas pressure takes place due to the firing of the charge. It must be remembered that throughout most of the four-stroke cycle it is the momentum of the flywheels which is causing the engine to revolve; and therefore on the compression and exhaust strokes the flywheels drive the piston up the cylinder with a considerable thrust against the front wall, due to the angularity of the connecting rod.

At top dead centre the connecting rod is vertical, and there is then no side thrust, and when the piston again descends on the inlet stroke the thrust is still against the front cylinder wall. On the explosion stroke, however, the case is altered, and the pressure of the burning gases drives the piston sharply over against the rear cylinder wall, causing a sharp hammering knock.

The only cure for this noise, of course, is to keep the piston clearances as small as possible while avoiding the possibility of seizure, and it is owing to the smaller temperature range over which a water-cooled engine works that car engines are somewhat quieter than motor cycle engines in this respect, through having closer piston clearances.

In the case of aluminium pistons, design again plays a big part. The piston should be sufficiently long to avoid tilting in the cylinder, i.e., from one to one and a quarter times its own diameter; while, owing to the high position of the centre of gravity, due to the thick crown, the gudgeon pin should be positioned well above the mid-point of the piston.

It is possible to compensate slightly for the greater clearances at the crown by employing several narrow piston rings, while a scraper ring in the skirt also helps to reduce the noise. The full-skirted piston is, of course, quieter than the slipper or relieved type, owing to the great bearing area in contact with the cylinder

DODGE ENGINES.

SEALED AGAINST GRIT AND DUST.

Probably no single mechanical feature now in use is more effective in prolonging the life of a motor car than the air cleaner device. The cleaner is now standard equipment on Dodge Brothers' motor cars, and is very simple in construction, consisting of only the outer shell and the fan. The clarifying of the air is accomplished by centrifugal force that is the rotation of the fan, through which all the air passes, throws the particles of dirt against the side of the outer shell, and they drop through the bottom of the cleaner, allowing only the clean air to pass through to the combustion chambers. When we realise that an automobile engine breathes as much as from 50 to 100 times the air that we do we can readily see that the air cleaner, by preventing dirt and grit from mixing with the engine lubricant, ensures longer life in the main and connecting rod bearings, the pistons and rings and the cylinder walls.

According to figures furnished by the Professors of Automotive Testing Laboratories of Purdue University, 50 per cent. of the wear and tear on an engine is caused by road dirt and dust which enter through the intake. Likewise this same dust combining with the oil of the engine is the chief ingredient of the so-called carbon which accumulates in the combustion chamber. It is appreciated by the automobile driver that Dodge Brothers in equipping their cars with an air cleaner have eliminated 85 per cent. of this trouble. Dodge Brothers' engineers in testing the new device in the dustiest desert they could find in North America declared it to measure up to Dodge Brothers' exacting high standards.

KEEPING A FIRM CONTROL.

Anything which makes for greater safety and which can also be carried out at very little cost or trouble should at once commend itself to the motorist.

When the grip of the driver's hands is made less sensitive by heavy gloves, it is well to slip over the brake handle a tight-fitting piece of rubber tube, which will offer a good hold and incidentally is less chilly to the touch than the metal. Speed drivers frequently put a few inches of binding on to the spokes of the steering wheel and at intervals round its circumference. The owner-driver also can easily do this and the binding will enable him to have a much better hold on the wheel. If good quality cord, such as cotton whiplash of a dark colour, is used, then the work will be quite attractive, in appearance as well as useful.

The covering of the control pedals with leather or rubber fabric (such as a piece of old tyre) prevents the risk of the foot slipping off the clutch or brake and furthermore insulates the sole of the foot from the heat or cold which is conveyed by the metal of the pedals. The method of attaching such pedal covers will vary, but the ingenious amateur will soon devise a means of bolting or lacing them in place.

DISTILLING WATER.

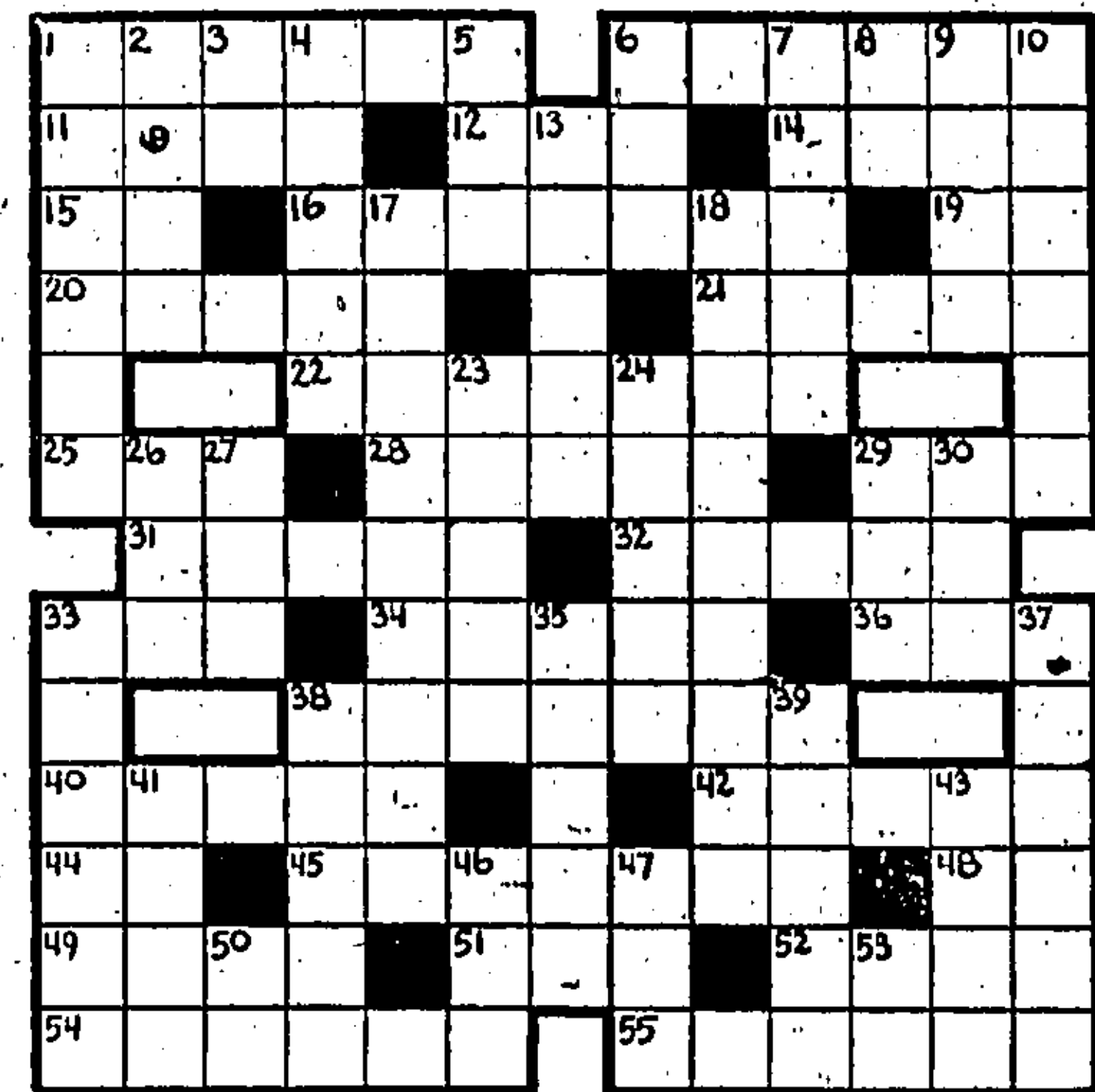
One way of obtaining distilled water quickly is to direct the steam from the spout of a kettle of boiling water against the side of a jug of cold water. The steam condenses on the walls of the jug and can be collected by standing the latter in a clean basin. The process can be kept up indefinitely provided that the kettle is replenished and the water in the jug replaced when it gets warm.

It has been stated that a break in the hose connection of the windscreen wiper is sometimes the cause of difficulty in starting the car. The break will run the vacuum tank dry.

Several special types of piston slap, are also available, such as the Ward "Aerolite," or types with a split skirt and a ring inside which presses the skirt edges into close contact with the cylinder wall.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-What is the great culture of the Andes called?
- 6-The part that is within
- 11-To affirm
- 12-Eighth month of Roman year (abbr.)
- 14-To pull with force
- 16-Name the Egyptian sun-god
- 18-What Italian poet wrote "Orlando Furioso"?
- 19-A musical note
- 20-Censure
- 21-Eagles
- 22-To designate a person for a position
- 25-And not
- 28-African antelope
- 29-A vegetable
- 31-Passageway in church
- 32-Not at any time
- 33-Part of the body
- 34-Large wash basin
- 35-Find fault continually
- 38-Withdrew
- 40-Who is man's arch-enemy?

HORIZONTAL (Cont.)

- 42-Cleanse
- 44-Prefix. Form of "ex"
- 45-What do you call a master of literary style?
- 48-One (Scott.)
- 49-What are the lowest tides called?
- 51-A sense organ
- 52-What is another name for soapstone?
- 54-Superior mental endowment
- 55-The highest point

VERTICAL

- 1-What does a diamond consist of?
- 2-Roughly elliptical
- 3-A compass point (abbr.)
- 4-What is another name for a play?
- 5-What is "king" in French?
- 6-Possessive pronoun
- 7-Brief
- 8-N. central State (abbr.)
- 9-Who was Italy's greatest modern tragic actress?

VERTICAL (Cont.)

- 10-Who was Elijah's successor? (Bible)
- 13-What palm-tree produces coconuts?
- 17-Serving to repel
- 18-Those who offer
- 23-To double in narrow folds
- 24-Hidden
- 26-A scull
- 27-Edge
- 29-What is mightier than the sword?
- 30-Time-period
- 33-To occur
- 35-What is the violet family of plants called?
- 37-What is the most famous country of Europe?
- 38-Who wrote the Tale of Munchausen?
- 39-The same thing repeated
- 41-At sea
- 43-Auction
- 46-Still
- 47-Man's name
- 50-Short for "Albert"
- 53-What is the chemical symbol for silver?

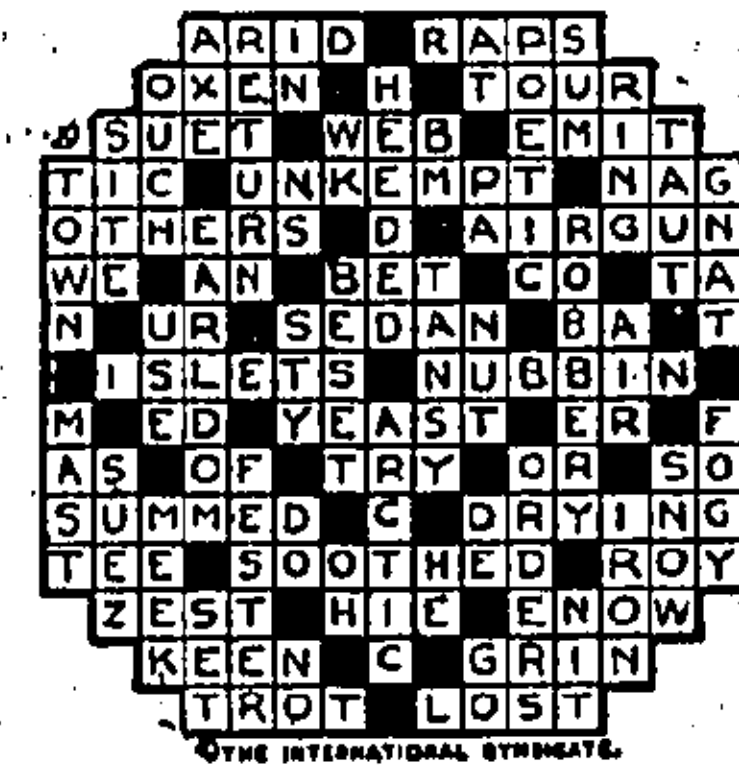
(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

WHEN OVERHAULING.

When the cylinder block of an engine has been removed during an overhaul there is always the risk of a piston turning sharply on its little-end bearing and cracking a piece out of the skirt by knocking against the connecting rod. This can be prevented by tightly packing the insides of the pistons with paper, so soon as the block is lifted sufficiently clear.

The twenty-first international Paris automobile salon will be held on October 6 to 16.

YESTERDAY'S SOLUTION.



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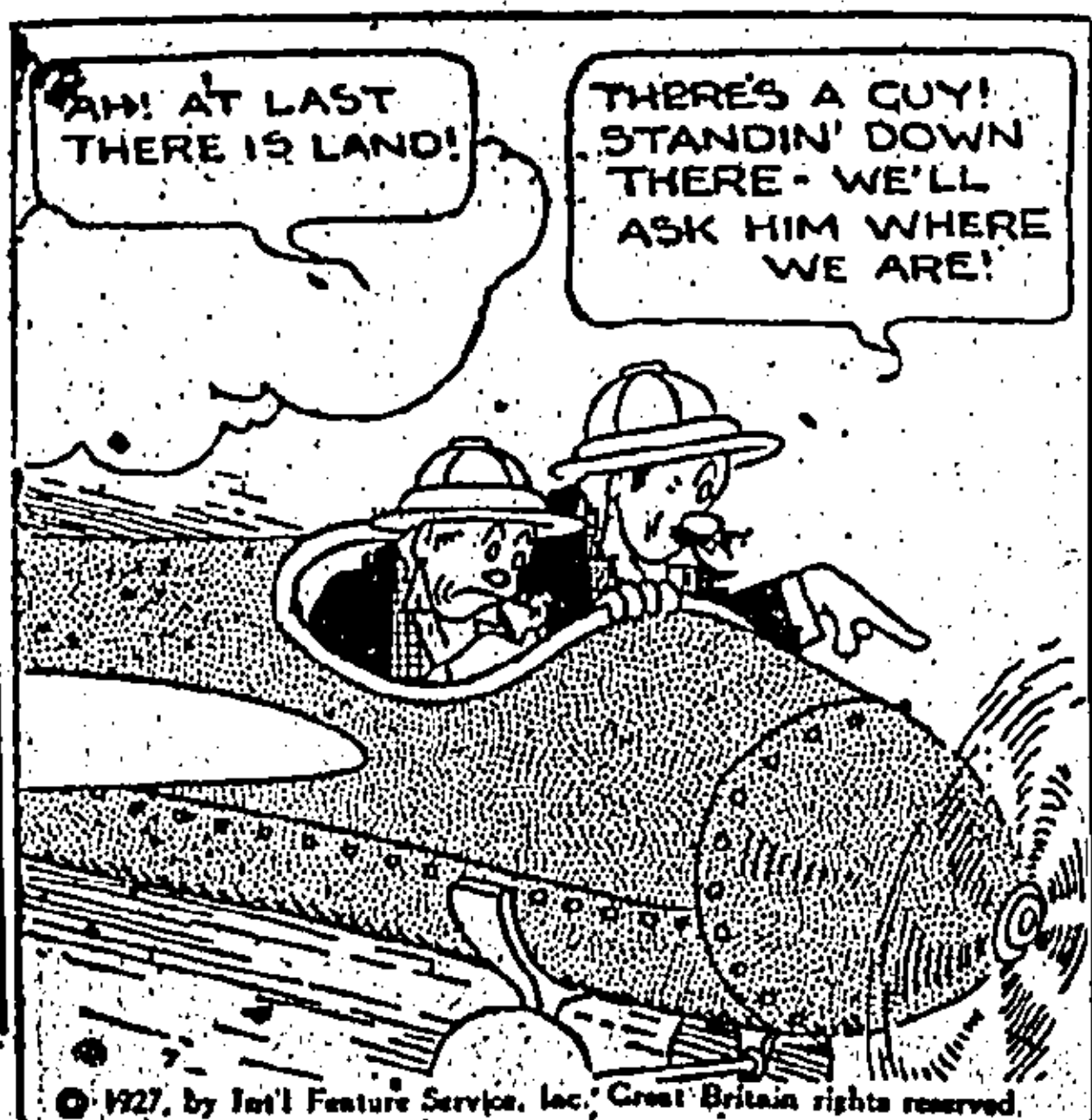
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BRINGING UP FATHER.

INDIA'S ASPIRATIONS

EQUALITY IN THE EMPIRE.

A vigorous plea for the better understanding of India by the outside world, and the sympathy and assistance in solving her problems that would be born of such knowledge, was made to a Perth audience by the Wiwan Bahadur T. Rangachari, India's representative at the Canberra ceremonies, Miss C. Priest, local secretary of the Australia-India League, under whose auspices the meeting was held, occupied the chair.

"The economic condition of our country wants to be uplifted," declared the Diwan. "We want you help, the co-operation that you are bound to give us. We ask for it, we demand it as a right. The stronger must help the weaker, and we must co-operate each with the other. We are only ten days travel from you, and we must cultivate a friendly feeling in the first instance."

"There is no excuse for our not knowing each other except human inertia and indifference. We are bound together by legal ties, being members of the same Great Empire. A great thing I learned in Australia, and which she shares in common with India, is her great love of the British throne. We are loyal to the British throne and are devoted to the British Empire. This we showed not merely by words but by our men stood shoulder to shoulder with yours in Flanders in defence of an empire which really is foreign to us. Most of you are of British extraction. We are not, except in that we all come from the original stock of Aryans."

Pointing to the common misconception of India and her peoples the Diwan said that we only came in contact with her social class, not with the best type of the people, not even with the middle class. This great mistake blinded an appreciation of India's real greatness. It was wrong to consider her in any way inferior to the rest of the world. Her civilisation was amongst the most ancient in the world, and the one ancient civilisation that had survived through the ages. The lives of her people had been built on religion—a religion of peace which had an accompaniment in disinterestedness to the material things of this world. Modern India, however, was displaying new tendencies. Without in any way sacrificing the old viewpoint, the people of India were coming to realise that they should make the best use of the things in this world, to achieve a happy commingling which should be the ideal of all human beings. If they must keep in touch with the world they must march with the world.

"We want to be real partners in the Empire, which we cannot be unless each partner is equal," declared the Diwan. "There can be no real partnership between the strong man and the weak man. We want the Dominion status that your young nation has achieved."

Referring to misunderstandings which were current in India concerning the Commonwealth, he ascribed them to the White Australia policy, under which, he said, the people of India—who comprised three-quarters of the citizens of the Empire—were rated as less than Italians and ex-enemies, Chinese and Japanese. He urged the elimination of irritants like these which made difficult India's allegiance to the throne.

DEATH FOR ROWDIES

WILD SCENES IN SHANGHAI STREET.

The "Eastern Times" (Shanghai) says:—Some days ago Chen Chun, Chief of the Political Department, General Yang Fu, the Shanghai Garrison Commissioner, and a number of other officials, went to the Yu Yu restaurant, Avenue Edward VII, to take dinner. Their cars were parked in front of the restaurant. Suddenly, some loafers had a dispute with the chauffeurs. An adjutant attempted to stop the quarrel, but the loafers assembled, over 60 in number, and besieged the restaurant. Finally, many loafers were arrested and handed over to the headquarters of the Shanghai Garrison Commissioner. They were tried by the Military Court, and sentence of death was passed on three of them. The Court also issued a proclamation that these prisoners were guilty of highway robberies on Avenue Edward VII, and numerous other crimes.

REGENCY STREET

Cheered by an immense crowd, their Majesties the King and Queen drove in an open carriage in semi-State through Regency Street, "the main street of the world," beneath a blaze of banners and floral decorations, thereby officially opening the street, which during the past five years has been entirely re-built. The crowd, pink and white, is not yet mellowed to tone with older London, and gives a youthful appearance to the street, which has been the centre of successful trading for 107 years.

Piccadilly and Bond Street were not born shopping streets; they graduated from residential areas. On the other hand, Regency Street was laid out as a shopping street in one fell architectural swoop in 1813-20, when the Prince Regent, at a cost of £1,500,000, cut through a vast squalid area to make a fitting approach to a villa which he proposed to erect on Primrose Hill, which did not materialise.

MR. J. WHITE.

STORY OF MILLIONAIRE'S SUICIDE.

Mr. James White was found dead at his racing stable at Foxhill, Swindon. It is believed that he took an overdose of a sleeping draught.

He had a most romantic career. Of humble parentage, he began life as a brickmaker at Rochdale. When aged 19 he purchased a provincial theatre for £100, and after this first venture everything he touched turned to gold. His biggest deal was made in 1919, when he was a member of a syndicate which paid £5,000,000 for the Horrocks-Crowdson cotton firm's interests. Later he purchased the Covent Garden estate. He also financed boxing matches, but his dearest affection was Duly's Theatre, where he was a party to the recent trouble ending in the engagement of Miss Gladys Moncrieff, the well known Australian musical comedy soprano.

"Sporting Life" states:—"Mr. White's death will precipitate a financial crash unparalleled since the failure of Whitaker Wright. Not long ago, White was worth £4,000,000. He chose death, rather than face the world, a ruined man. White's financial eclipse must bring thousands to ruin. Friends in sporting and theatrical circles will reel beneath the blow. An intimate friend of deceased states that White wanted £900,000 by June 29. He almost raised the huge sum, but in the end failed. He left his house in Park Street for Foxhill, from where he telephoned on that morning. Mrs. White hurried to Foxhill, but was too late. She found a note from her husband, but he was dead, with a bottle of prussic acid beside the bed."

The servants state that when White arrived at Foxhill he gave orders for all the women servants to go to the Swindon Theatre, adding, "I don't want to be called until 10.30." When the footman called, there was no response, and the door was locked. The footman fetched a ladder, and climbed in the window, and found White dead.

There was an immense sensation on the Stock Exchange when news of the tragedy was rumoured. Some time before its confirmation there was a fall in a number of shares, such as Dunlops, Courtaulds, British Celanese, and Columbia Gramophones. The fall in these, however, was not as serious as the drop in British Controlled Oilfields.

Correspondence found in White's bedroom, and handed the Coroner, caused a sensational drop in certain shares at the Stock Exchange. When White's death was announced, British Controlled Oilfields (preferred) slumped from 13s. 4d. to 8s., reducing the market value by £1,500,000.

Friend's Advice Ignored.

The Home newspapers are filled with very extensive accounts of the life and crash of Mr. White. From the mass of stories it appears that Sir Edward Mackay Edgar, chairman of British Controlled Oilfields, tried finally, at the expense of their friendship and a heated quarrel, to convince White that the resources of the oilfield did not justify the fabulous price to which White planned to force his shares. Yet White went on with his attempt to fight Edgar and get control of the majority of the shares. He had the necessary options, but he found himself on June 28 about £750,000 short.

Several quarters persist in the story that a wealthy friend agreed that night to stand by him, but that White could not be located and told the news.

Meanwhile, he was writing farewell letters, the most astounding of which is his article to the "Sunday Express," in which he states:—"Life is nothing but a human cadron of children of greed and lust for power. I have been guilty of the folly of gambling. The price has to be paid."

White's friends fear that his estate and family will be penniless.

Evidence at Inquest.

The Coroner returned a verdict that James White committed suicide while of sound mind.

The deceased's butler and housekeeper gave evidence at the inquest that when he arrived from the city he appeared as usual. The only unusual order was that to bring up breakfast before noon, when always previously it had been at 8.30. Continued knocking remained unanswered, whereupon the butler obtained a ladder and entered the window. Two bottles containing chloroform were in the room.

A doctor gave evidence that death was due to chloroform poisoning. A sponge was found in the deceased's hands. A letter addressed to the doctor stated:—"Go easy with me, old man. I'm dead with prussic acid. There is no need to cut any deeper." The doctor added that he would never call White normal. He would never call that type of genius normal.

Newspaper Revelations.

The "Sunday Express" announces that it is publishing an astonishing self-revelation written by the late James White, in his own handwriting, after he decided on suicide. This, the newspaper states, is his contribution to its series of articles entitled "How I Look at Life." By White's desire it will appear in the "Sunday Express." It consists of about a thousand words, and begins:—"Whilst on the threshold of eternity I write my last article, reviewing life from the standpoint of one who is leaving it for ever."

posed to erect on Primrose Hill, which did not materialise.

LUCK?

A PHANTOM-LIKE CREATURE.

When Richard Baxter, watching the wretch led to the gallows, remarked, "Here, but for the grace of God, goes Richard Baxter," he was referring to what men have always known as luck, though looked upon it as a sort of Divine protection, which would, indeed, be the highest form of luck writes Majorie Bowen in the "Daily Mail."

This phantom-like creature has never been definitely worshipped at any special shrine, nor enclosed in any formal temple, but has always been extensively, if furtively, worshipped; there was never any deity called Luck, but there have always been thousands of small sprites, good or bad, as the case may be, who have gone under this name and there has never been a people so rude as not to have mascots, or totems, some sign or symbol of luck.

And yet there are those who declare that there is no such thing as luck, that everything is worked out to any exact pattern which only appears accidental to us because we see the effect and not the cause, which may be, indeed, invisible, since it is to be traced to another world or other lives; this is the doctrine of Predestination, which takes a good deal of the colour out of life and most of the excitement; there can be no such thing as luck if every detail of your life has been preordained for you before you were born, or only the luck of having a pleasant journey mapped out for you; and, indeed, some such useless, stupid individuals do have lives so easy, comfortable and even luxurious, without any effort of their own, and out of all proportions to their deserts, that this theory seems supported. "Letting this pass, and stoning that, hating not, loving not, just choosing so."

Excuse For Failure.

It is certainly beyond human intelligence to understand why there should be so much difference in individual fortunes, and Fatalism not being acceptable to many Western minds, the Fates and Luck were invented, though some say that these were the figments put forward by the failures and the discontented and it is obvious that those who have missed their mark will be more likely to complain of bad luck than those who have hit the bull's eye will be to praise good luck.

Luck is, indeed, a word heard most often on the lips of the unfortunate, human nature's external excuse for failure—failure that in many cases can be traced clearly enough to some definite cause which the individual concerned will in no wise admit; the lazy, the tactless, the vain and the incapable talk loudly and bitterly of luck—"just my luck" is ever on their tongue, as if they were literally haunted by some malevolent devil, as, indeed, they probably are, once they become obsessed by these ideas, for there can be no doubt that to firmly believe in your bad luck is to nullify your own efforts, while to believe in your good luck is a great stimulus, only this belief is difficult to maintain in the face of adversity; that is why probably there is "in the bright lexicon of youth no such word as fail," and why youth achieves so much, because bad luck has not yet been experienced.

Believers in Luck.

It is extremely difficult to follow out the operations of this elusive luck, from the highest to the most trivial instance. Have there ever been 'mute inglorious Miltons' whose music died with them through lack of opportunity. And is not the winning of a lottery prize more a matter of calculation than of chance?

We shall never know how many potential geniuses have been thwarted into negation, and we shall never quite find the perfect system whereby we can decide what is going to be the winning number in a game of hazard, and while there is this element of the unexpected, the unknown in all our calculations, it seems that we must after all believe in luck.

Such a belief has been shared by the most robust of men; Dr. Johnson touched at the posts along Fleet Street during his walks, and was disturbed if this rite was omitted.

Most children, who have hardly heard the word "luck" have, instinctively, some such curious attempt to propitiate unrealised powers, and very few, even of those who are no longer children in any sense, will care to do anything which has always been understood to be unlucky.

Great events have often been decided by what appears to be sheer luck; Generals who have been able to persuade their soldiers before the battle that they were lucky, usually have won the day; the Romans knew this when they brought out a cage of cocks before the engagement, declaring that if these birds, sacred to Mars, devoured grain cast before them the day was to be lucky for Rome; it is extremely unlikely that the Romans ever went into action feeling depressed by an ill omen.

Celestial Visions.

In latter times these encouragements took the form of celestial visions beheld by the leaders, or the spirits of dead heroes fighting for their country; belief in such "luck" has often turned the tide of conquest or invasion, as when Constantine beheld the Cross in the sky, or the French were inspired to repel the English by the tremendous luck of a miraculous maid raised up to fight for them.

It seems as well to believe in luck, for it is a most powerful inspiration, and will save us both from overwhelming conceit and delecting despair; we should miss the phrases, "Batter luck next time" and "I'd like to try my luck," and we should miss a vast deal of excitement, that thrilling anticipation. "Shall I be lucky? Is this my luck day?"

A small farm was about to be sold up; the honest owners were heart-broken; every possible asset had been realised; in clearing out some number from a loft, a set of old china was discovered so valuable that the sale of it deemed the property.

If this wasn't luck, what was it?

WILL RELIEVE MOTHER'S FEARS.

A panic of fear seizes mother when sudden and severe cramps, agonising intestinal pains and weakening diarrhoea prostrate some one of the family. Keep Chamberlain's Colic and Diarrhoea Remedy in the home and such emergencies need cause neither fear nor alarm. It eases pain almost instantly. Sold everywhere.

FAST FORTUNES.

MADE BY "FASHIONABLE" BARRISTERS.

Sir Edward Marshall-Hall, most famous of criminal advocates, has left £110,644, the bulk of which great fortune he earned himself as a practising barrister. Yet, compared with many of his contemporaries, Marshall-Hall earned quite a modest income.

"Fashionable" barristers earn fees which far outstrip the earnings of the most famous among leaders of other professions. For example, the most successful of surgeons cannot hope for an income much over £12,000 a year—there are, perhaps, two living surgeons who earn more—but the successful advocate in a good year will make twice, even thrice, that sum.

Hence the great fortunes made at the Bar, a profession which has founded more great families at title than any other.

Refused £50,000 Brief.

Mr. Justice Horridge recently expressed the opinion that fashionable K.C.'s received fees which would have been considered fabulous a few years ago. He was, perhaps, thinking of the famous Lord Eldon, who once gave a written opinion on a very difficult legal point for one guinea.

But he may have overlooked the other side of the picture. The law of supply and demand has always functioned in a spectacular way where lawyers' fees are concerned. The man in demand has always been able to amass a vast fortune by demanding—and getting—amazingly high payment for his services.

When a certain Gaekwar of Baroda was charged with murder he sent to England for Sir Henry Hawkins to defend him. Sir Henry was offered 10,000 guineas to go to India for this case. He refused on the ground that it would not compensate him for what he would be missing in the English courts. The Gaekwar's agents raised the offer to £50,000. Still the great advocate did not deem the journey worth his while.

Lord Oxford once refused a brief marked 10,000 guineas. But for political reasons, and not because he could really afford to turn up his nose at such a fee.

There are practising barristers who consistently earn well over £25,000 a year, but they are not always those whose names are most familiar to the public. Great criminal lawyers are generally most famous, but they earn far less than advocates practising in the Chancery Court.

The growing cost of litigation is due to a great extent to the rise in fees charged by fashionable counsel. For example, in the famous Globe and Phoenix litigation over African mines Sir Leslie Scott, K.C., spent 12 solid days in opening his case alone, while Mr. Upjohn, K.C., spoke for no less than 46 days.

In this great legal battle, as in many others, a big array of counsel was engaged, none of whom received less than 1,000 guineas, with an additional daily payment by way of "refresher."

A famous lawyer, from one such brief alone, will earn from it more than a successful doctor, surgeon, or architect will make in a very successful year.

Sir John Simon's Record. Perhaps no advocate in the whole history of our courts has ever earned so vast an income as Sir John Simon. What that income is has been a matter of keen speculation among brother barristers. Some place it as high as £50,000 a year!

But while it is true that the favoured few among famous lawyers earn stupendous fortunes, it is also true that the rank and file

fare less opulently. There are half a K.C.'s who do not make even half that sum. The average barrister probably fares about the same as the fairly successful business man, sometimes not so well.

Others, finding their incomes rising, decide to become K.C.'s. This is the most dangerous step in the advocate's career. It may mean an increase of work at enhanced fees and ultimate success and riches; or it may spell disaster. Clients who could afford the modest fees of the "junior" cannot pay his new-scale fees as a K.C. His practice falls away and he becomes a failure, for he cannot revert to "junior" status. This is the reverse side of the financial end of the law. For some failure, for the vast majority a reasonable competence. For the favoured few amazing riches.

WATER SUPPLY.

Level and Storage of water in Reservoirs on August 1, 1927.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1926	1927
Tytam Byewash	Level	Level
Tytam Byewash	Do.	Do.
Tytam Intermediate	Do.	Do.
Tytam Tuk	Do.	Do.
Wong Nei Chung	211'8	Do.
Pokfulum	Level	Do.

(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow".) Storage in millions and decimals of gallons.

	1926	1927
Tytam	384.80	384.80
Tytam Byewash	22.37	22.37
Tytam Intermediate	1195.90	1195.90
Tytam Tuk	1,419.00	1,419.00
Wong Nei Chung	26.66	30.34
Pokfulum	66.00	66.00

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July:—

	1926	1927
Consumption	235.17	330.23
Estimated population	408,320	418,040
Consumption per head	19.3	25.7

Constant Supply in all Hill Districts from July 1 to 6 inclusive. From July 7 to 18 intermittent supply in all districts west of Garden Road. From July 19 to 23 the supply was seriously disorganised owing to damage to the supply mains in the eastern and western districts. From July 24 to 31, 1926, an intermittent supply to all Hill Districts was maintained. Full supply in all Hill Districts during July 1927.

KOWLOON WATER WORKS LEVEL.

	1926	1927
Kowloon Reservoir	Level	Level
Shek Lai Pui Reservoir	0'4" B	Do.
Reception Reservoir	Do.	Do.

Storage in millions and decimals of gallons.

	1926	1927
Kowloon Reservoir	352.50	352.50
Shek Lai Pui Reservoir	99.44	100.30
Reception Reservoir	—	—

Total

Consumption and water in Kowloon in millions and decimals of gallons during the month of July.

	1926	1927
Consumption	80.24	106.48
Estimated population	156,640	161,080
Consumption per head	16.6	21.3

Full Supply in all districts during July, 1926 and 1927.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to July 31, 1926, 65.78 July 31, 1927, 72.18.



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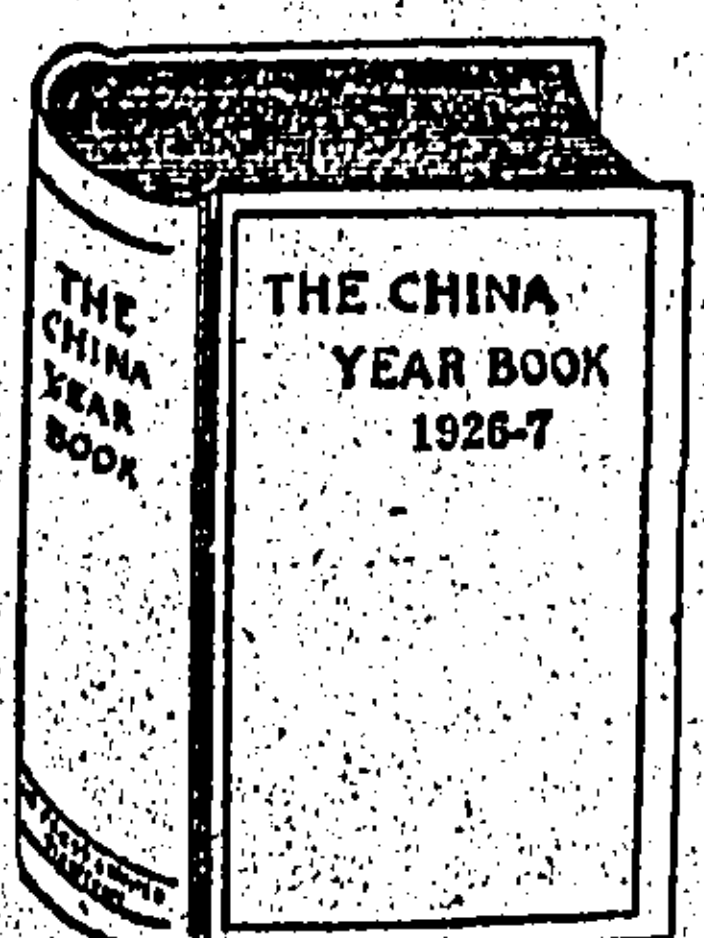
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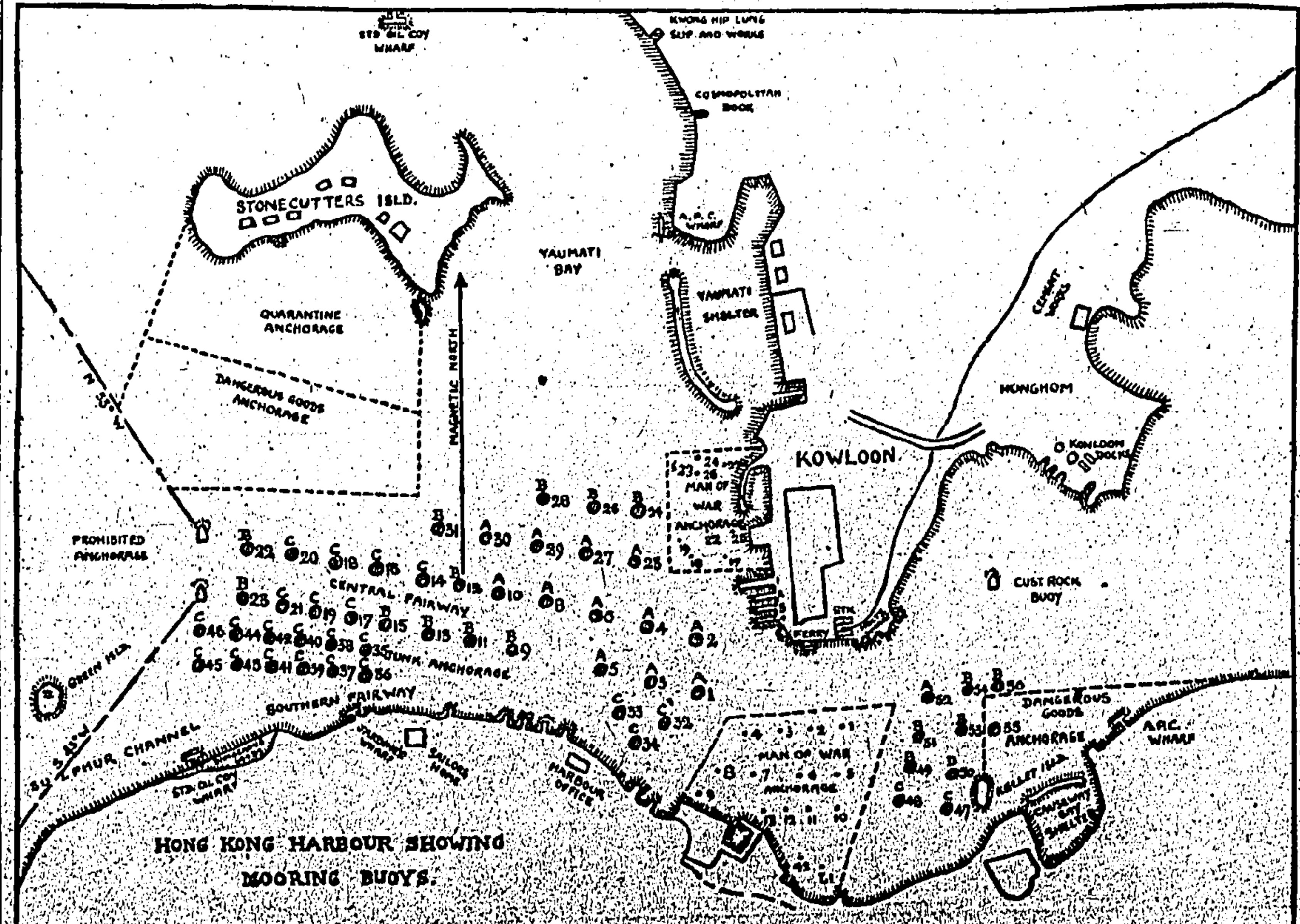
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A WEEK'S PAPERS IN ONE.

The past week in China has been marked with a good deal of actual fighting, as well as a number of events of political importance. Chiang Kai-shek, the Nanking war lord, after long preparation, met the Northerners near Pengpu, and suffered a rather severe defeat. Much military activity is reported from Shantung.

The "Christian General," Feng Yu-hsiang, has again entered the arena, this time as "generalissimo" for the Hankow party, which, owing to a number of defections, is considered to be in a state of disintegration. Eugene Chen is reported to be in Shanghai. Full accounts of the week's military and political moves are given in the "Overland Mail," in which there are a week's papers in one, the news being summarised and pieced together day by day so that a complete and logical story is presented to the reader.

Hong Kong domestic events and the general news of China are covered in the "Overland" very fully, and in all respects the paper is an ideal one to send Home. Let us post it for you.

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THE WAY THE WORLD WAGS.

Millionaires Exiled.

Two Turin millionaires have been sentenced to two years' exile for refusing to obey a Fascist decree to reduce rents.

The Humber Conservancy Board has decided to increase their contribution to the funds of the Royal National Lifeboat Institution from £200 to £300 in view of the increased cost of upkeep of the lifeboat stations at Spurn.

The impression in the lobby of Parliament is that the country will hear little of reform of the House of Lords for a considerable time. Generally the older men of the Conservative Party favour reform, but the younger men resent it.

Sir W. G. Armstrong, Whitworth and Co., Walker-on-Tyne, launched the twin-screw motor tanker "El Aleto," 10,000 tons deadweight, which they built in six months, to the order of the Lobitos Oilfields, Limited. The vessel is the 146th oil tanker built by the firm.

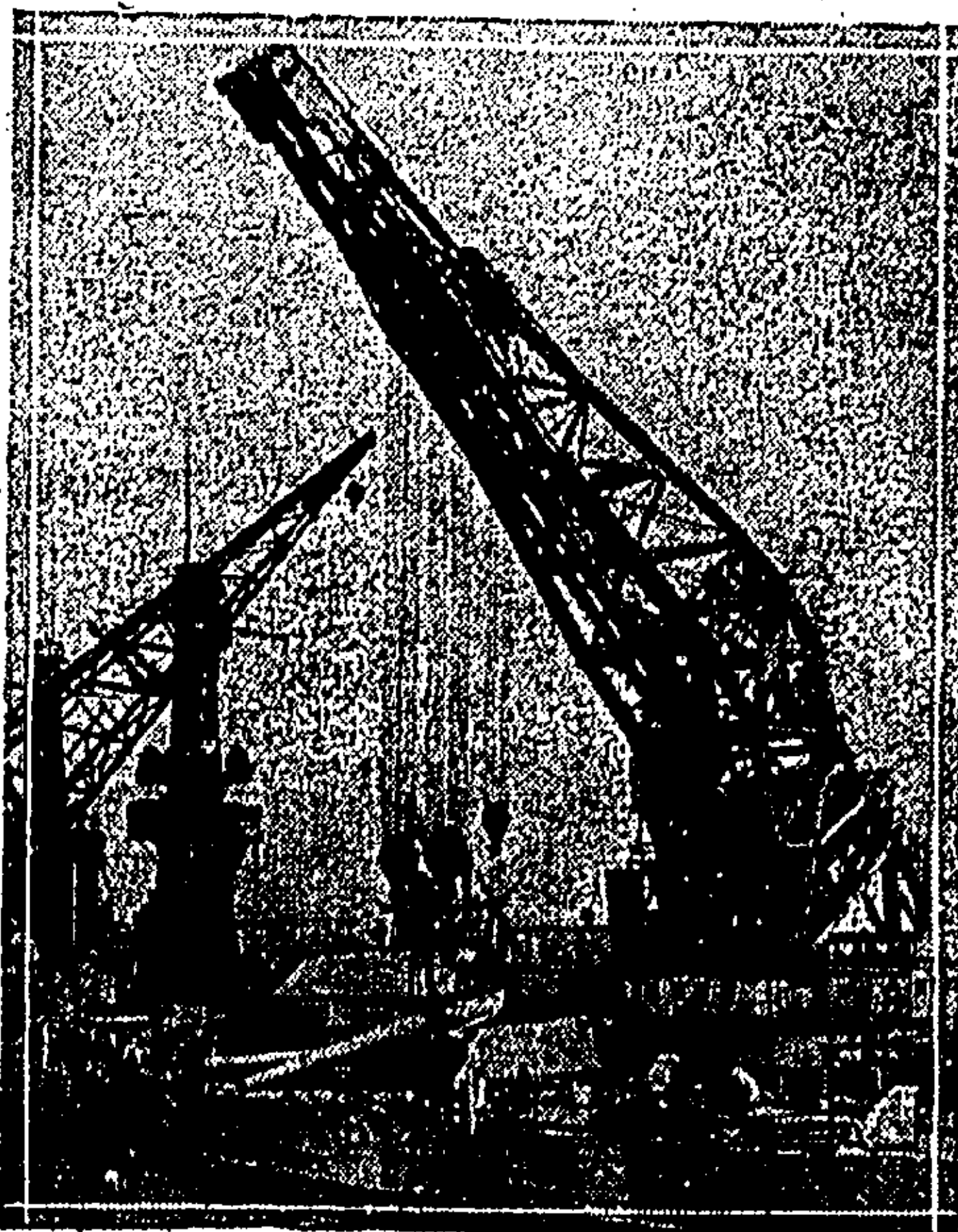
Maritime Prints.

Mr. A. G. H. Macpherson, the owner of the well-known Macpherson collection of old maritime prints and paintings, was received by the King at Buckingham Palace. The King and Queen spent a considerable time looking through some selected folios from the collection containing examples of naval actions, naval ships, portraits, seaports, clipper ships, steam ships, yachts, etc.

The short wave wireless beam stations which have been built by the Marconi Company on behalf of the General Post Office for communication with South Africa, have now successfully passed their official Post Office seven days' test, and are ready for the inauguration of a direct wireless telegraph service between London and Cape Town. This is the third group of wireless beam stations to be completed for direct communication with the Dominions, the beam services with Canada and Australia being already in operation.

Mr. Frank Hodges has joined the board of directors of the L. and N. Coal Distillation, Ltd., the chairman of which is Lieut.-Colonel J. T. C. Moore Brabazon, M.P. On the board also are prominent leaders of oil, iron, steel, tar distillation, and associated industrial groups. The company is now constructing large scale distillation plants, the first of which will be erected at the pit head of a progressive colliery company in August, and will be working full time in September. Other plants will follow.

Thirty-six thousand new workers were employed by Canadian companies between April 1 and May 1, according to employment figures to hand from the Dominion Bureau of Statistics. A total of 830,850 workers were employed by 5,948 firms reporting to the bureau on May 1, compared with 794,146 on April 1. Spring employment is at the highest level it has reached since 1920, and the index figure of employment throughout Canada stood at 100.6 on May 1, compared with 94.3 on May, 1926, and 90.8 on the same date of 1925.



The crane ship "Kearney" lifting the 16-inch gun and its casing out of the turret of the U.S.S. "Idaho," from here it is sent to the naval gun factory for re-lining. The new gun is then installed with the aid of this 250-ton floating crane.

Tragic Death.

As he emerged from a church at Hainault with his bride on his arm on July 9 a young Italian remonstrated with a drunken Fleming who tried to kiss the bride. The intruder fatally stabbed the bridegroom, and the priest gave the last sacrament five minutes after performing the marriage.

Dr. Spahlinger announced on July 6 that he will demonstrate his cures before eminent scientists at Manchester. He said he has selected Manchester because it is friendly to him.

Sir Francis Taylor, K.C., independent chairman of the South Wales Coal Conciliation Board, refused the owners' application for reduction in the subsistence wage to lower-paid men from 8s. 0½d. per day to 6s. 9d. per day. The miners applied for an increase to 8s. 6d. per day.

Reorganised Cabinet.

The Guatemalan Legation in London announces that President Chacon has reorganised his Cabinet as follows:—Finance and Public Credit, R. Felipe Solares; War, General Miguel Larrave; Foreign Affairs, Dr. Luis Toledo Herrarte; Public Instruction, Lic. J. Antonio Villacorta; Public Works and Industry, Lic. Adalberto Aguilar Fuentes; Agriculture, Lic. Mariano Lopez Pacheco; Interior and Justice, Under-Secretary in charge of Department, Lic. Alberto Paz y Paz.

Mrs. Victor Bruce, accompanied by her husband and a male friend, has left London on a motor trip to Lapland, with the intention of penetrating as far as possible into the Arctic Circle, traversing Belgium, Holland, Germany, Denmark, and Finland. She expects to complete the trip in five weeks.



Clarence D. Chamberlin and Charles A. Levine, first pilot and passenger to fly across the Atlantic.

Mrs. Hope Leontough has died at Toronto after fasting for 55 days in an attempt to cure indigestion.

Seven persons were burned to death in a fire in Vancouver, which swept the upper storeys of an apartment house.

At the International Chambers of Commerce in Stockholm, it was decided that the proposal regarding uniform bills of exchange for the whole world was hardly feasible, but it was agreed that uniform cheques were possible, excluding America, Great Britain, and Japan.

Figures showing the remarkable increase which has taken place in the number of wireless licences granted in the Commonwealth were made available by the Director of Postal Services (Mr. H. P. Brown) on July 9. At the end of June there were 225,249 licences operating, representing 3.86 per cent. of the population of the Commonwealth.

Fall Into Boiling Oil.

A fearful fate befel James Oates, a widower and the father of six young children on July 8. Oates, who was employed in a cable factory at Prescott, was walking above a tank containing oil heated to 290 degrees when the plate broke and he fell in, being killed instantly.

Germany's campaign for a seat on the Mandates Commission has succeeded to the extent that the Commission on July 6 decided not to raise any objection to the appointment of a German member. France, Belgium, and Holland voted against an increased membership of the Mandates Commission, and Britain voted for it.

The death has occurred of Mr. Thomas Jacques Somerscales, aged 84, a celebrated marine painter. He was a native of Hull and son of a sea captain. He painted the famous "Off Valparaiso," one of the finest pictures of a full-rigged ship ever painted, and purchased by the Tate Gallery in London.

The Siamese Prince Purachatra, with the Princess and their daughter, arrived at Darwin from Singapore on July 7 en route for southern ports. Interviewed, the Prince said his trips were merely one of pleasure, and for health purposes a change of climate had been advised. The visitors were formally welcomed by Government officials.

Eleven hundred passengers reached Liverpool from Boston and New York in the White Star liner, Celtic on June 28. The majority were holiday makers "doing" Europe. The second group of American medical men who, under the auspices of the Interstate Post Graduate Medical Association, are making a two months tour of European clinics, also arrived in the liner. They are following the first section, already touring through London, Edinburgh, Stockholm, Oslo, Copenhagen, Hamburg, Frankfurt, Munich, Strasbourg, Heidelberg, Leipzig, Cologne and Paris.

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HONG KONG, SATURDAY, AUGUST 13, 1927.

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INWARD 'MAILS.'

From	SUNDAY, AUGUST	Per
Amoy	14	Santhia.
Shanghai	15	Shantung.
Manila	15	President Jackson.
U.S.A. Honolulu, Japan & Shanghai	15	Tenyo Maru.
Japan	15	Ginyo Maru.
U.S.A. Honolulu, Japan Shanghai & Europe	15	Pres. Adams.
U.S.A. Honolulu, Japan & Shanghai	15	President Taft.
Europe Via Negapatam Letters & papers	15	Adolf von Bayer.
London 14th July	16	Amazona.
Japan & Shanghai	17	Kidderpore.
Straits	17	Tango Maru.
Australia & Manila	18	Kawalpindi.
Shanghai	19	Pres. McKinley.
U.S.A. Canada, Japan & Shanghai	22	Emp. of Russia.
Manila	22	Atsuta Maru.
Straits	22	

OUTWARD 'MAILS.'

For	SATURDAY, AUGUST	Per
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe	13	Kitano Maru.
Via Marseilles—due Marseilles, 12th Sept. K.P.O.—Registration 1 p.m. Letters 3 p.m. G.P.O.—Registration 2.45 p.m. Letters 3.30 p.m.	13	Kwong Poon.
Samshui & Wuchow	14	Hosan Maru.
*Swatow, *Amoy & *Formosa	14	Chang Woo.
Bangkok	14	Yan On.
Holhow & Pakhoi	14	Haiching.
Swatow, Amoy & Fochow	15	Bintang.
Swatow & Bangkok	15	Hydrangea.
Manila, Australia & New Zealand	15	Changte.
Via Thursday Island—due Thursday Island, 27th August. Parcels Noon. Registration 4.15 p.m. Letters 5 p.m.	15	President Jackson.
Shanghai, Japan, Honolulu, Canada, U.S.A. C. & S. America & *Europe Via San Francisco—due San Francisco, 8th Sept. 9 a.m. Europe Via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	15	Tai Hing.
Samshui & Wuchow	16	President Adams.
Manila	16	Tai Hing.
Holhow, Pakhoi & Halphong	16	Talkwa Maru.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, *Egypt and *Europe Via Marseilles—due Marseilles, 17th September. K.P.O.—Registration 9 a.m. Letters 10 a.m. G.P.O.—Registration 9.45 a.m. Letters 10.30 a.m.	16	Amazona.

EMPIRE RESOURCES.

Geophysical Method of Research.

MINERALS AND OIL.

Sir Thomas Holland's Interesting Dominion Proposals.

London, Yesterday. The announcement that the Australian Government and the Empire Marketing Board have agreed jointly to bear the expense of making field trials of geophysical method for the survey of minerals and oil throughout the Empire is welcomed by the newspapers. In connection with the projected survey attention is called to a proposal which Sir Thomas Holland will lay before the Empire Mining and Metallurgical Congress which opens its second triennial meetings in Canada towards the end of this month.

Sir Thomas proposes that the Congress, which includes among its constituent bodies institutions representing Canada, Australia, South Africa and India, shall appoint committees of specialists to undertake the review of mineral resources and smelting capabilities of each of the Dominions and larger colonies.

The "Times" says "essential data are necessary for the formulation of an economic policy as well as an insurance of military safety. Should Sir T. Holland's proposal be carried into effect the geophysical methods which are to be tested by the Australian Government and the Empire Marketing Board should, if practical experience confirms their utility, prove valuable adjuncts in the work."—British Wireless Service.

FINAL CONCERT.

MRS. COSTEN'S FAREWELL PERFORMANCE.

"QUEEN'S" ENTERTAINMENT.

At the Queen's Recreation Club on Thursday night Mrs. Costen gave her final farewell to men of the Queen's Regt. The spacious hall was well filled and Mr. R. A. Green opened the concert, being well received. Drummer Stewart once again delighted his audience, and Mr. Burnett gave some of his evergreen recitations. Misses Eileen and Doris Woods, a splendid combination, were obliged to give several items before they left the stage. Mr. F. H. Hawkins in female attire, sang and was a "scream." They have good things in the Navy.

Mrs. Sanger sang beautifully, assisted by Mr. Braga with the violin and Mr. Dickinson at the Piano. Mr. R. A. Green sang again in good style, and Miss Doris Woods delighted the boys in her single turn. She is following in her sister's footsteps and making a hit with the boys.

A good double turn was given by naval men in costume, one as a gentleman in evening attire, the other as a "darker." They kept everyone in a roar with their patter. The artists were F. H. Hawkins and L. G. Green. Miss Eileen Woods's single turn was quite up to her usual style. With her sister later on she brought the house down when they went singing amongst the men. Mrs. Sanger again obliged in her usual easy manner. Her songs are always well chosen. Mr. Burnett gave a couple of old-time songs, accompanied by Mrs. Harry Woods and Mr. F. H. Hawkins brought the lengthy programme to an end with a clog dance.

Mrs. Harry Woods and Mr. D. C. G. Dickinson were the accompanists throughout the evening. After the National Anthem had been played, Major Watson, of the Queen's Regt, thanked Mrs. Costen and her party for the very fine concert they had given, which he was sure they all appreciated, and asked the men to show their appreciation, which they did with three hearty cheers.

WHITEAWAY'S SALE.

Drastic reductions are announced in connection with Messrs. Whiteaway's sale as from Monday next. Excess stocks have been marked with blue tickets at absolutely rock bottom prices and it is claimed that Hong Kong has never before been offered such bargains. There are large supplies of oddments at very cheap rates for disposal.

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WHY SIGNING-OFF ACTION WAS TAKEN.

NECESSARY FORMALITY.

Regarding the signing off of some of the China Navigation Company officers who are on strike, it should have been explained in our report yesterday that the signing-off is only in the case of officers whose articles have expired.

It is the practice on the China coast for officers in the employ of a Company to be signed on for a period of a few months to obviate the necessity for signing on and off at the commencement and completion of every voyage.

When such articles have expired the Company has no option but to sign off the officers concerned and in the case of the officers recently signed off it is reported that the action was due to the Harbour Master drawing attention to the fact that the articles have expired.

Bangkok Situation.

Bangkok, August 2. Three masters of vessels and about 20 ships' officers are idly watching the jaca weed float up and down the Menam while the China Navigation Company, Ltd., attempts to try to come to terms with them.

The officers flatly refuse to admit a 10 per cent. cut in their pay, and the owners flatly refuse to reconsider their decision.

The deadlock which has been reached seems to have no outlet. Conferences over the week-end have been futile, and the officers are quite prepared to leave the service rather than submit to what they claim is an unjust demand.

The "Daily Mail" sought the latest news concerning the strike from Mr. G. A. C. Preston, the acting manager of the Borneo Company, Ltd., this morning. The company represents the China Navigation Company, Ltd., in Bangkok.

Mr. Preston said: "I shall tell the Press nothing."

Another report in the Bangkok "Daily Mail" states that negotiations between the Borneo Company, Ltd., and the masters of the C. N. Co. ships in Bangkok (Kwangchow) "Kaying" and "Chin Hui" were proceeding amicably and added:

"The ultimate result of the negotiations will affect only the officers who have refused duty. The probability is that some of them will be kept in hotels in Bangkok pending passage to Hong Kong."

BAND CONCERT.

FOURTH OF KOWLOON DOCK SERIES.

TO-MORROW'S PROGRAMME.

The fourth concert at Kowloon Dock arranged by residents for adding to the bathing facilities of the beach which they have placed at the disposal of the Service men, takes place to-morrow night commencing at 5 p.m. The concert is to be given by the full military band, pipers and drummers of the 2nd King's Own Scottish Borderers (By permission of Lt.-Col. Comyn). A launch leaves Queen's pier for the Dock at 4.15 p.m. and will return after the concert.

The following will be rendered by the band:—
March—Herolque "Szabidi."
March "Bonawe Highlanders."
Selection "Romeo e Julietta."
March "Dovecot Park."
Strathspey "The Marquis of Huntley."

Reel "Ca' the Ewes Tae the Knowes."
Song "Berceuse de Jocelyn." (Soloist, Musician J. Latimer).
March "The 79th Farewell to Gibraltar."
Excerpts from "Merrie England."
Interval.

Slow March "The Road to the Sles."
March "MacRae's Farewell to the 74th."
Strathspey "Munlochy Bridge."
Reel "Tall Toddlers."
Selection "Yeoman of the Guard."
March "Daft Donald."
Pecolo Solo "Pecaroon."
(Soloist, Musician A. McKenna).
Slow March "My Home."
March "The Siege of Delhi."
Strathspey "Breechin Castle."
Reel "Jack Wilson."
Military Fantasia "A Sabbath Morning on Parade."

AGAINST SOVIET.

Two Generals Sentenced To Death.

19 DAYS' TRIAL.

Accused Of Plotting In The Far East.

Moscow, Yesterday. General Annenkov and his chief of staff, General Denisov, who are accused of carrying on an armed struggle against the Soviet in the Far East during 1918-1920, have been sentenced to death after a trial lasting 19 days.—Reuter.

OUR CABARET.

"TALLY HO" AT STAR LAST NIGHT.

Our Cabaret presented "Tally Ho" last night at the Star Theatre to a poor but enthusiastic audience. The show was, as stated, a complete change of programme only one or two items being repeated by special request. Charles Mason was in great form, as usual, and had the audience in fits of laughter right at the commencement of the programme with his "Did Tosti raise his Bowler Hat." The specially dancing of Rita and Della Vivienne throughout the evening was very charming and graceful and their efforts were well received by the audience. These two young ladies are certainly very charming dancers.

Mr. Chamier announced at the end of the programme that "Tally Ho" would be presented again to-night and also that they were going to perform nightly at the Star Theatre during the whole of next week.

SAMOAN TROUBLE.

VIEWS OF SIR JOSEPH CARRUTHERS.

Suva, July 7.

Sir Joseph Carruthers, a former Premier of New South Wales, who returned from Apia (Samoa) to-day by the s.s. "Tofua" in an interview published in the "Fiji Times," praises the work of the administration at Samoa.

Sir Joseph Carruthers said that nothing he saw would justify any criticism of the administration of the territory. There was a grave state of unrest and there was considerable difficulty in getting at the fundamental facts. Martial law was practically in operation, trial by jury had been superseded, and the administrator had arbitrary powers. Trivial matters had been magnified out of all proportions and had given rise to charges of disaffection against a people who were as loyal as they could be. The natives complained that the best men had not been selected by the Government to represent the Samoan people in the Executive and Legislative Councils. They asked that the Samoan representatives should be elected and not selected. This was at the bottom of a lot of the unrest because the natives alleged that the Administrator had surrounded himself with his own nominees, and matters were handled in the fashion of a military Court Martial and not in the more reasonable fashion which a representative from Downing-street would adopt.

Mr. O. F. Nelson was a passenger to-day by the s.s. "Tofua" for New Zealand, where he will lay the grievances of the residents of Samoa before the Dominion Government.

LIONESS KILLS ACTOR.

KEEPER SENT TO JAIL.

Rome, July 7. The sentence to six months' confinement of the lion tamer Schneider is the sequel to a sensational incident in February, 1924, when a lioness leapt over 15ft. bars, killing Signor Farombi, who was acting as Nero in the film "Quo Vadis." Proceedings for homicide and negligence were taken against the film directors of the cinematograph union. The lion tamer was sent to trial.

For the defence it was contended that it was impossible to foresee the accident. Nobody believed that the lioness would leap over the 15ft. bars, which were higher than was usual for such purposes.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 1/11 5/16.

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